



1798

CAMBRIDGE PLANNING PROPOSALS

*A Report to the
Town and Country Planning Committee of the
Cambridgeshire County Council*

by

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VOLUME 2 MAPS AND DRAWINGS

CAMBRIDGE
AT THE UNIVERSITY PRESS
1950

LIST OF MAPS AND DRAWINGS

1. Urban Cambridge.
2. Growth of the Cambridge road pattern since 1830.
3. Existing main and secondary roads.
4. Past and present proposals for bypass roads.
5. West Cambridge proposals.
6. Road proposals (*folding map, see pocket*).
7. Chesterton bridge and approaches and details of Newmarket Road—East Road roundabout.
8. Railway station subway and forecourt.
9. Improvements to roundabout at Four Lamps.
10. Improvements at Mitcham's corner.
11. New railway bridges.
12. University buildings and the Central Area.
13. Spine relief road—northern portion : Histon Road corner to Jesus Lane.
14. Central Cambridge and the proposed improvements (*folding drawing, see pocket*).
15. New roundabout at Histon Road corner.
16. Central Area road improvements.
17. Guildhall Street and the new bus station.
18. Open deck car park—Guildhall Street.
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20. Central Area—proposed circulation.
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34. Land and buildings in use by the University.
35. Growth of the Central Area.

LIST OF MAPS AND DRAWINGS—*continued*

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URBAN CAMBRIDGE, BOROUGH BOUNDARY AND BUILT-UP AREA

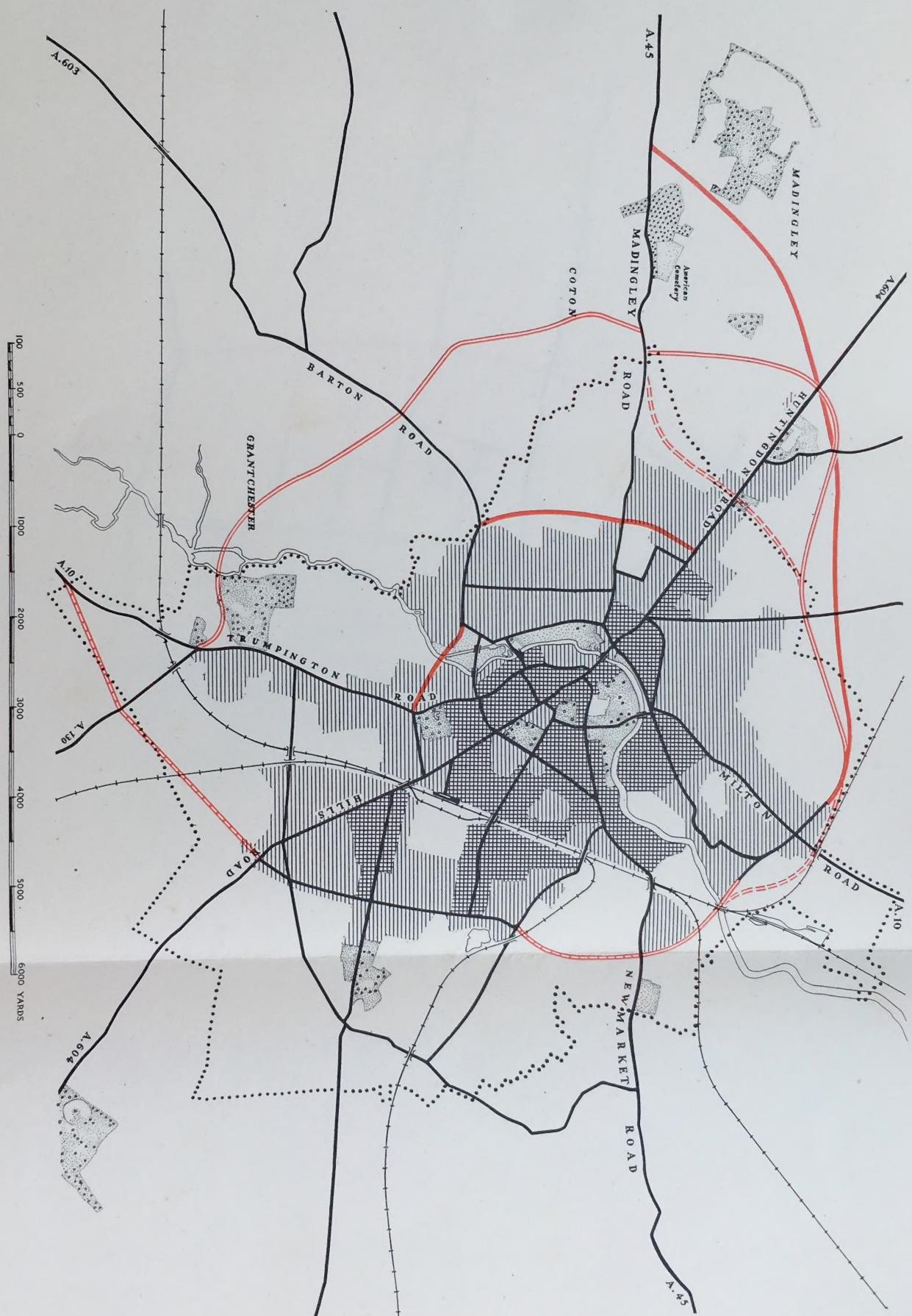


- | | |
|--|--------------------------------|
| — Pre-1830 urban roads | — Pre-1830 country roads |
| — Roads constructed 1830-1906 | — Roads constructed since 1906 |
| — Railway constructed mid-nineteenth century | |

GROWTH OF THE CAMBRIDGE ROAD PATTERN SINCE 1830



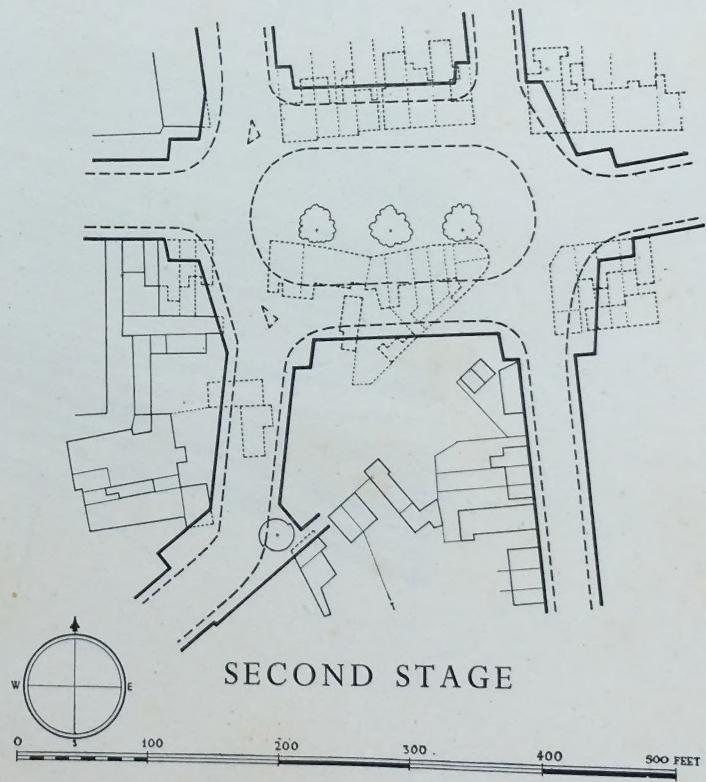
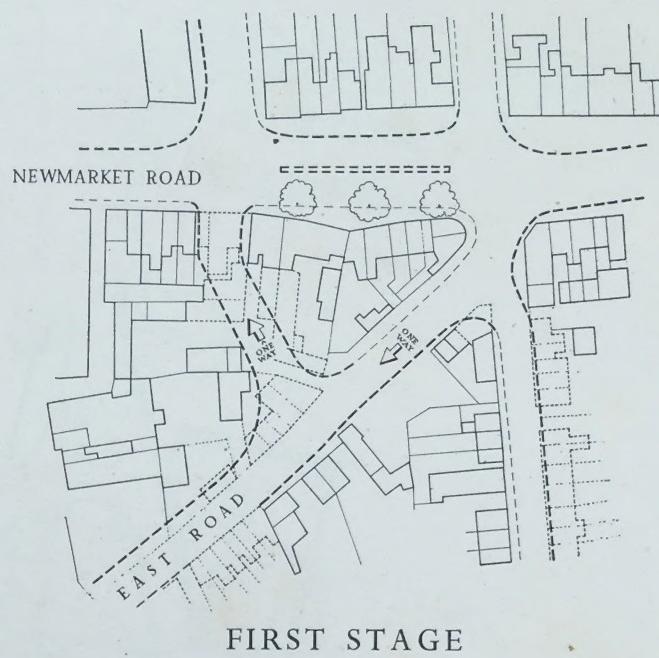
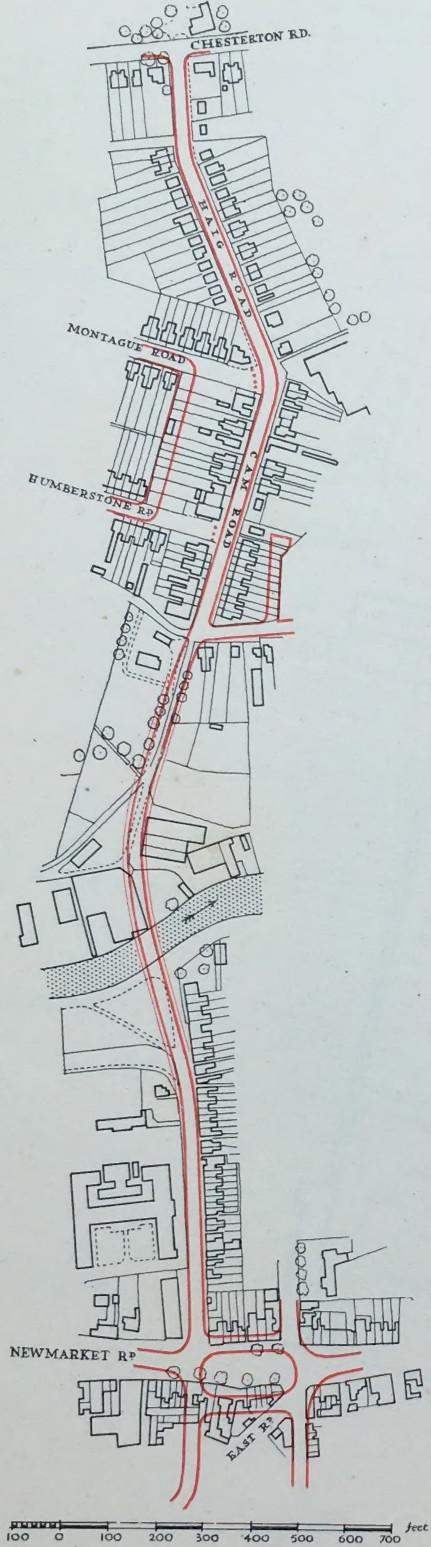
EXISTING MAIN AND SECONDARY ROADS





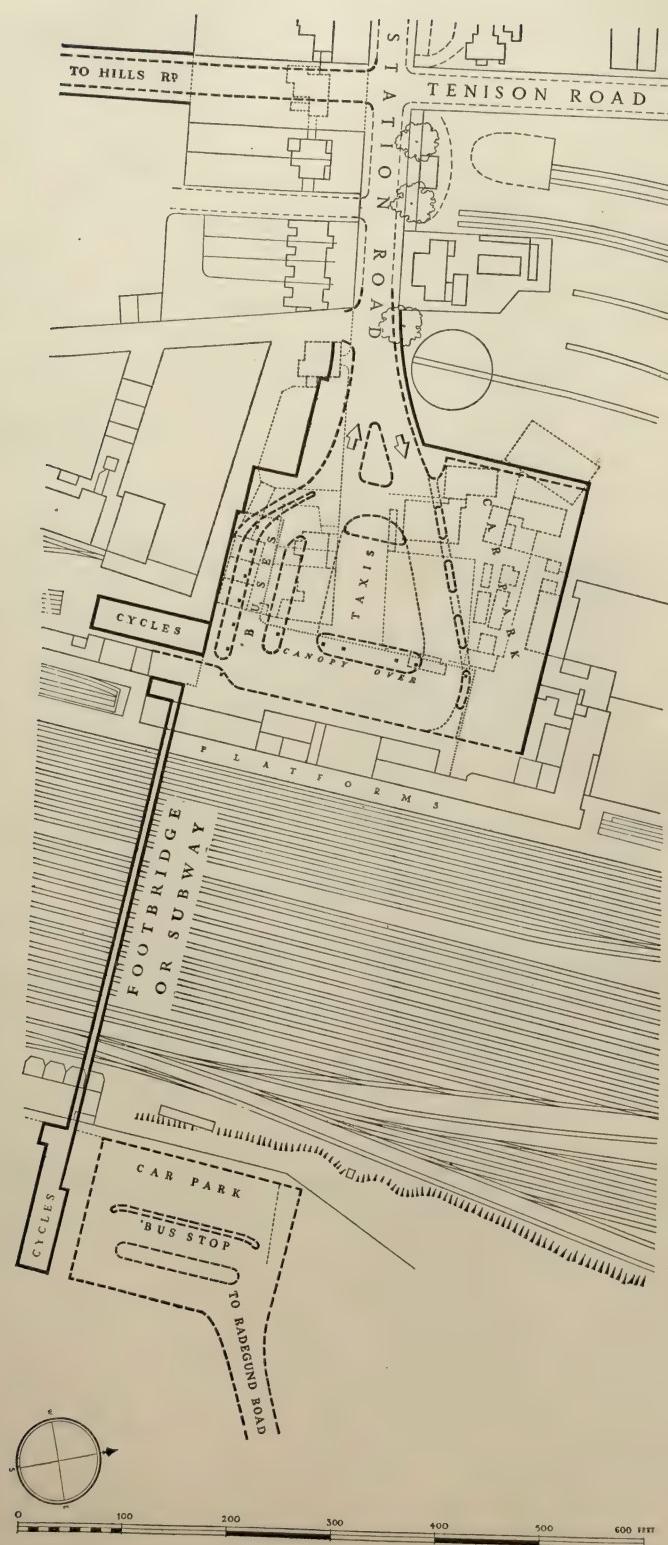
- New boundary road and future extension
- Development roads
- Improved pedestrian and cycle way

WEST CAMBRIDGE PROPOSALS



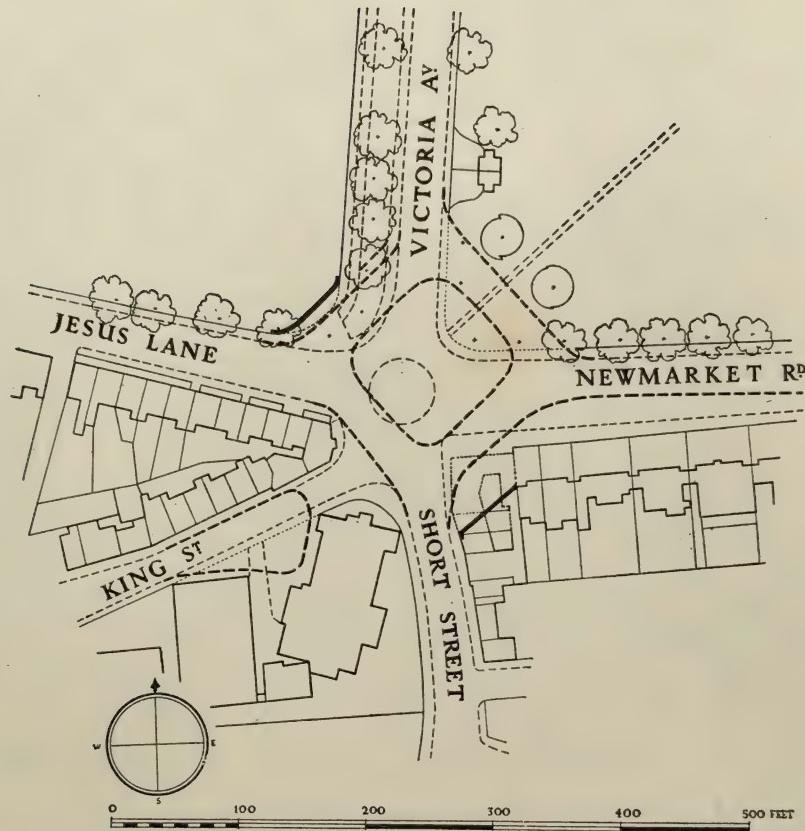
- Existing buildings
- - - Existing road line
- Buildings and fences to be demolished
- New road lines
- Existing fences
- Existing trees
- New building line
- New trees

CHESTERTON BRIDGE AND APPROACHES, SHOWING DETAILS OF NEWMARKET ROAD—EAST ROAD ROUNDABOUT



- Existing buildings
- - - Existing road line
- Buildings and fences to be demolished
- New road lines
- Existing fences
- Existing trees
- New building line

RAILWAY STATION FORECOURT



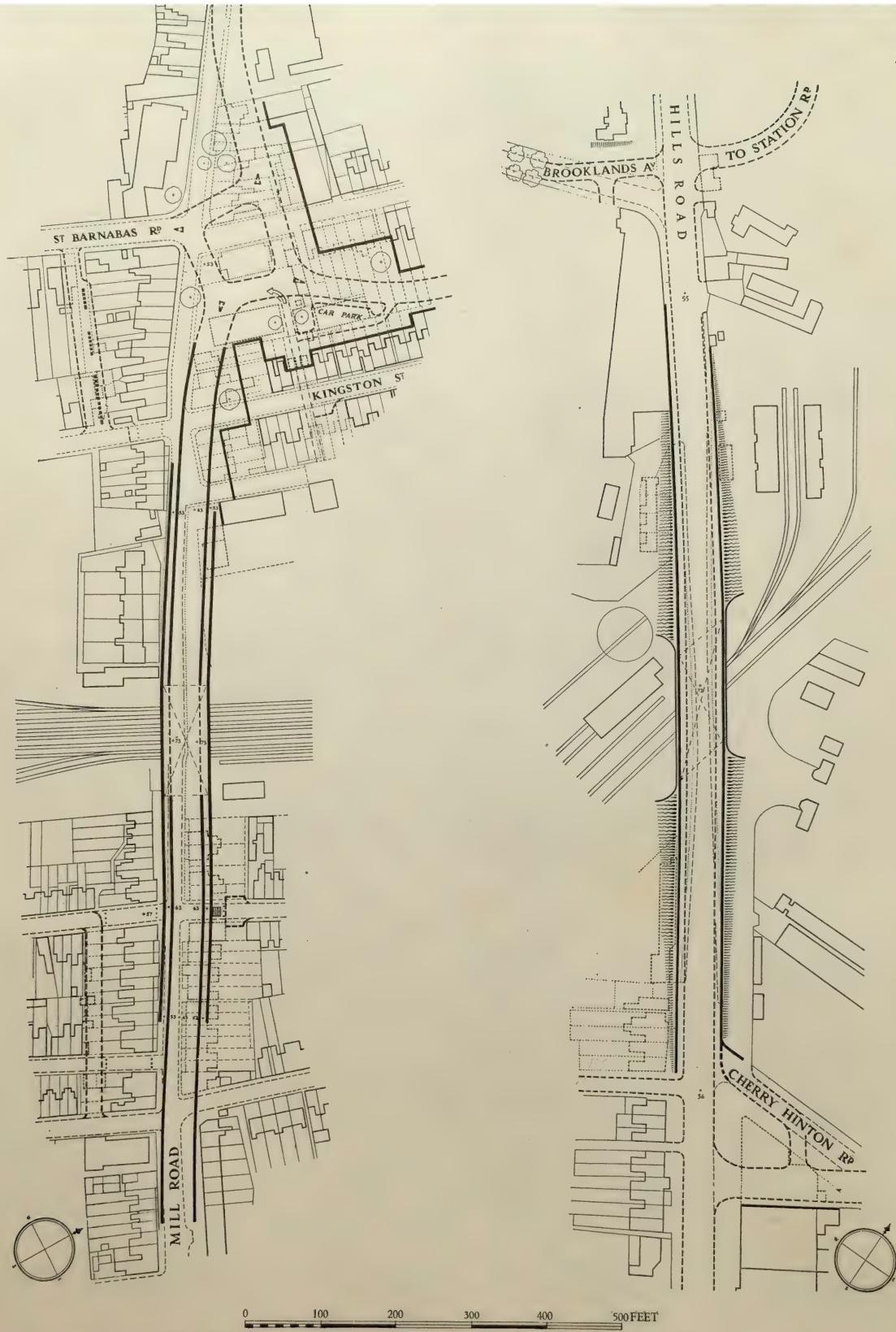
- Existing buildings
- - - Existing road line
- Buildings and fences to be demolished
- New road lines
- Existing fences
- Existing trees
- New building line
- New trees

IMPROVEMENTS TO ROUNDABOUT AT FOUR LAMPS



- Existing buildings
- - - Existing road line
- Buildings and fences to be demolished
- - - New road lines
- New building line
- (○) New trees

IMPROVEMENTS TO MITCHAM'S CORNER



MILL ROAD

HILLS ROAD

- Existing buildings
- - - Existing road line
- Buildings and fences to be demolished
- - - New road lines
- New building line
- (○) New trees
- (•) Existing fences
- (•••) Existing trees

NEW RAILWAY BRIDGES



UNIVERSITY BUILDINGS AND THE CENTRAL AREA

- Buildings wholly used by University, Colleges and subsidiary Colleges
- Modern buildings designed for joint College and commercial use



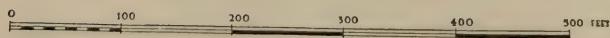
SPINE RELIEF ROAD—NORTHERN PORTION—
HISTON ROAD CORNER TO JESUS LANE



FIRST STAGE



SECOND STAGE



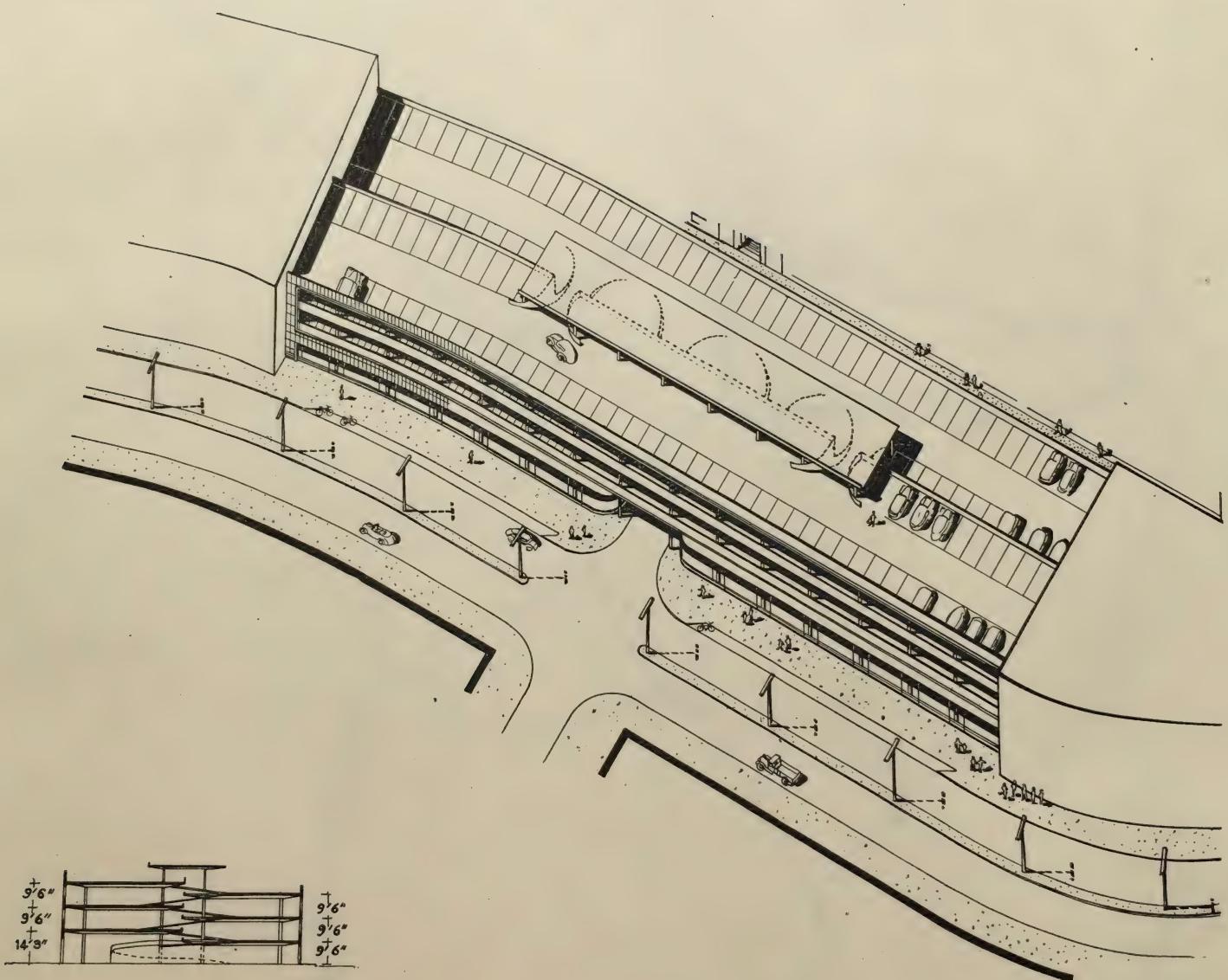
- Existing buildings
- - - Existing road line
- Buildings and fences to be demolished
- - - New road lines
- Existing fences
- Existing trees
- New building line
- (○) New trees

NEW ROUNDABOUT HISTON ROAD CORNER



CENTRAL AREA ROAD IMPROVEMENTS





OPEN-DECK CAR PARK: GUILDHALL STREET



CENTRAL AREA: EXISTING CIRCULATION



CENTRAL AREA: PROPOSED CIRCULATION



CENTRAL AREA: EXISTING CIRCULATION ADAPTED TO
NEW CENTRAL AREA ROAD PROPOSALS



CENTRAL AREA: PROPOSED CIRCULATION AND IMPROVEMENTS
NEAR MARKET HILL



Built-up areas

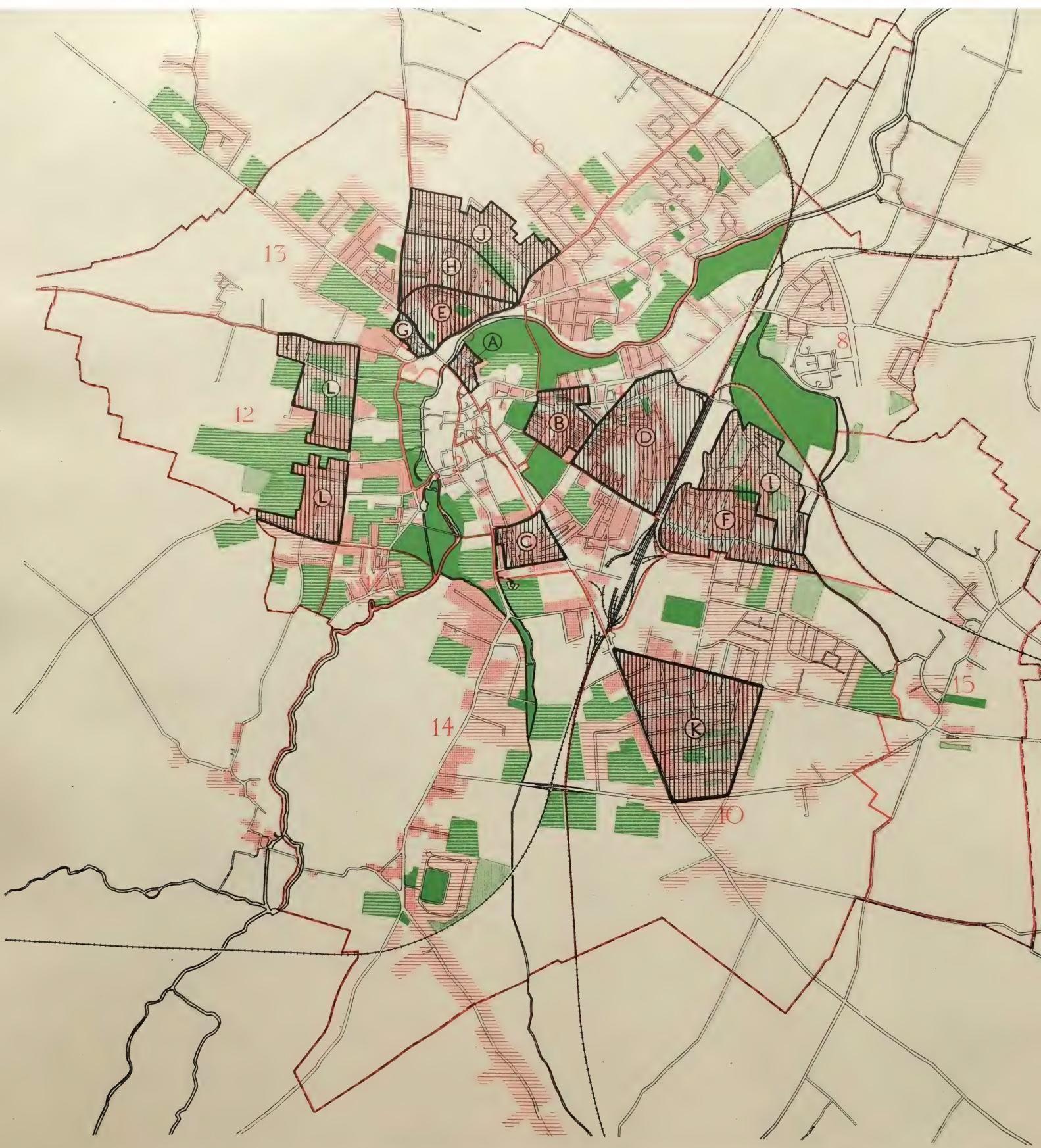


Public open spaces, large private spaces and permanent allotments



Main preservation areas and green wedges

URBAN CAMBRIDGE: BUILT-UP AREA, OPEN SPACES
AND GREEN WEDGES



FEET 0 1000 2000 4000 6000 8000 10000 12000 14000 16000 18000 20000 22000 FEET

- | | | |
|--|----------------------|-------------------------|
| Pre 1919 housing | Public open space | 5 Gross area boundaries |
| Post 1919 housing | Permanent allotments | F Net areas |
| Private open space and University open space | | |

CAMBRIDGE BOROUGH GROSS AND NET POPULATION DENSITY AREAS



Post 1919 housing

Pre 1919 housing

Third class housing areas

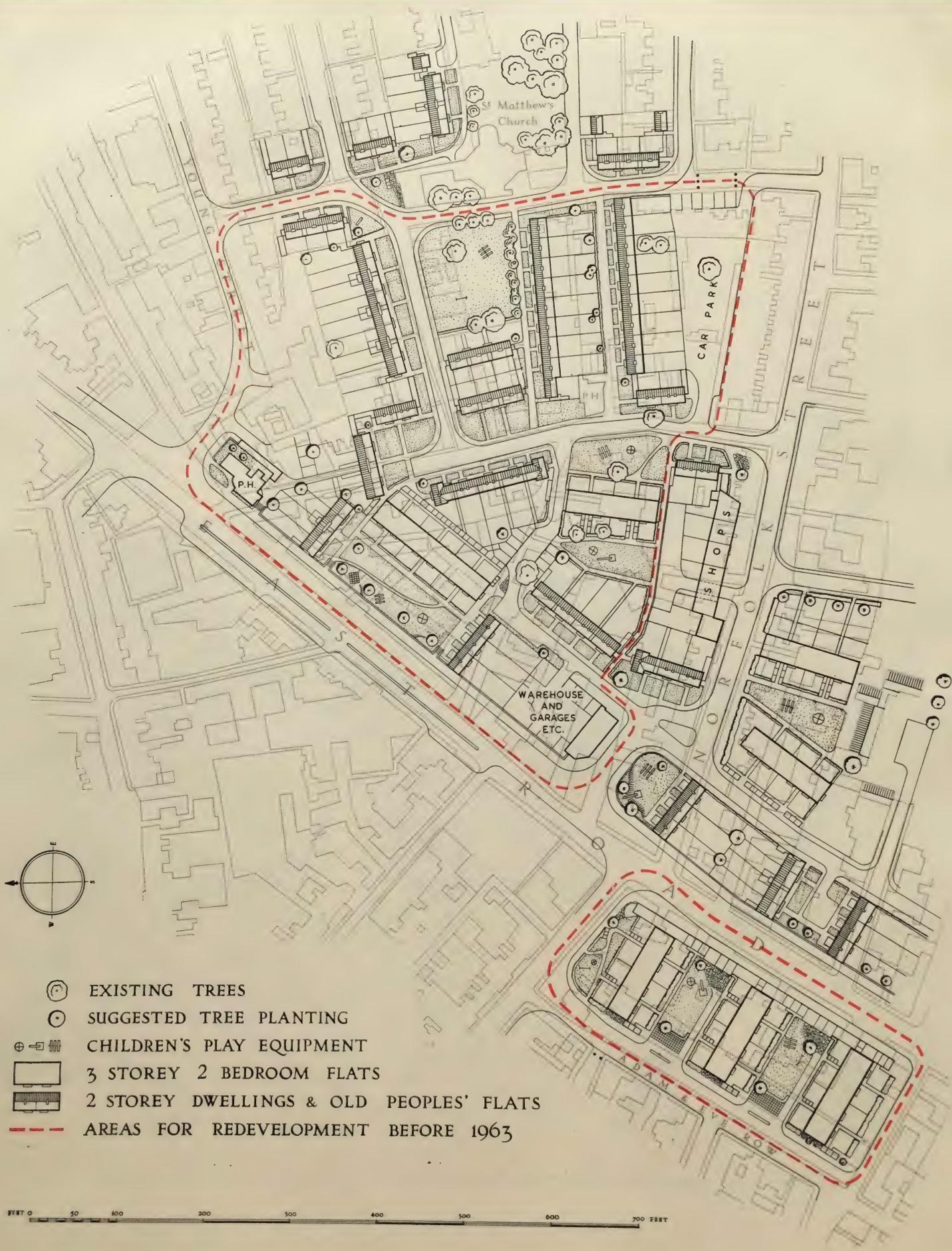
Fourth class housing areas

CONDITION OF DWELLINGS IN THE BOROUGH



- | | | |
|---------------------------------|------------------------|-------------------|
| Allotments | Verges and open spaces | Curtilages |
| Schools and community buildings | Service industry | |
| Existing housing | Proposed housing | Three-story flats |

STUDY OF RESIDENTIAL LAYOUT NEAR QUEEN EDITH'S WAY



EAST ROAD AREA: SUGGESTED RE-DEVELOPMENT BEFORE 1963

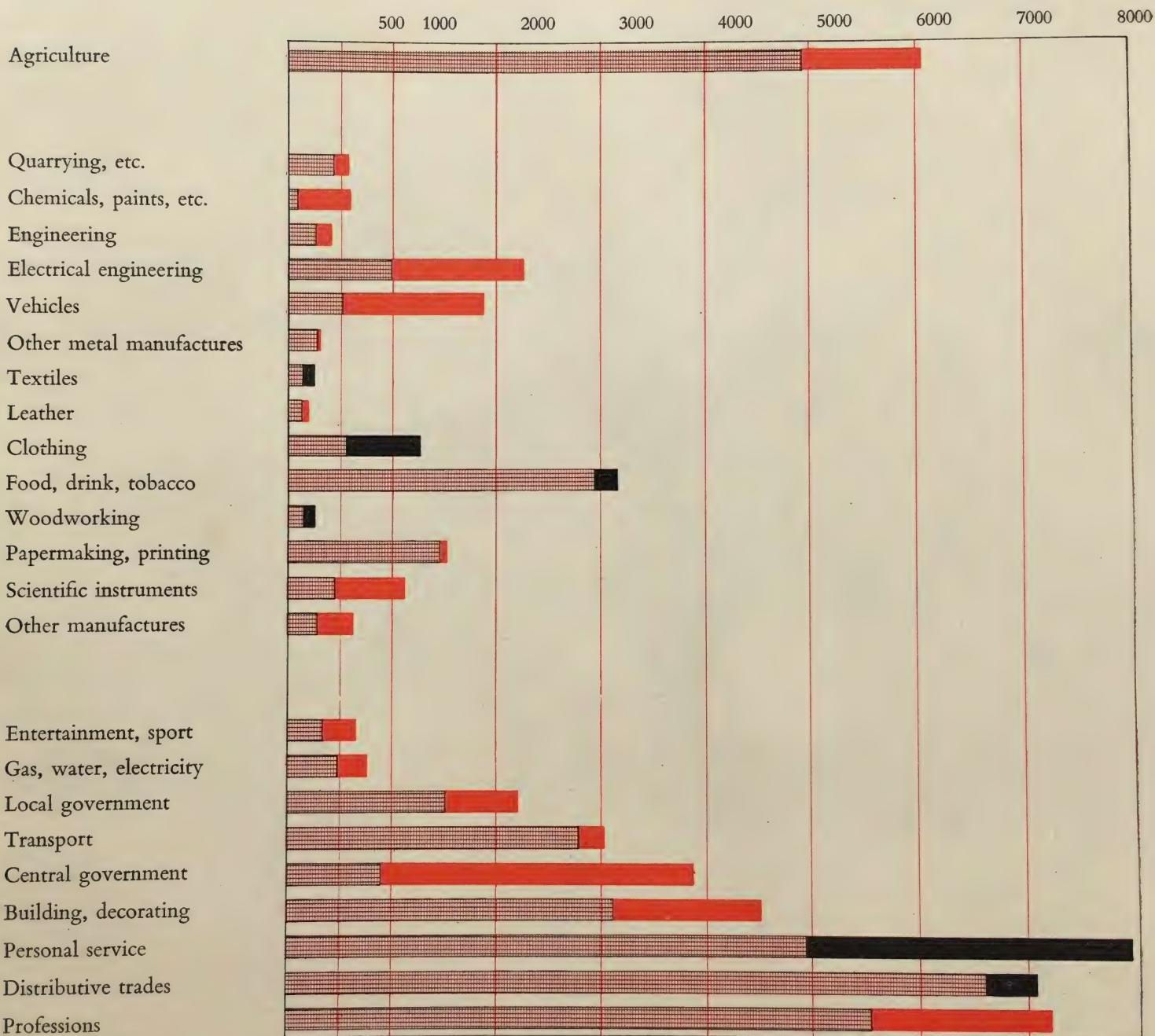


A POSSIBLE DEVELOPMENT PLAN FOR MILTON

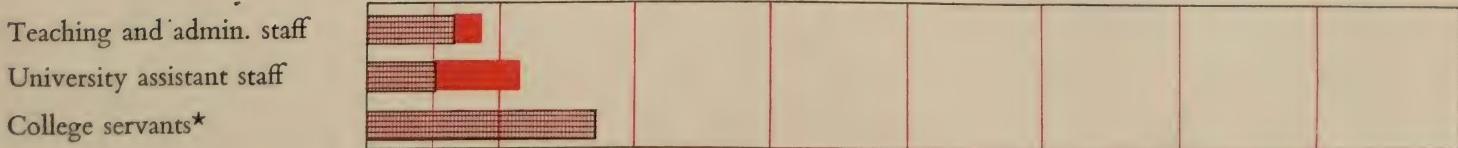
EMPLOYMENT IN AND AROUND CAMBRIDGE 1931-1948

FIGURES FOR 1931 ARE SHOWN BLACK AND FOR 1948 RED. THE SOLID COLOUR
DENOTES THE AMOUNT OF INCREASE OR DECREASE

NUMBER OF PERSONS EMPLOYED



DETAIL OF UNIVERSITY AND COLLEGE EMPLOYMENT INCLUDED IN ABOVE TABLE



* The 1931 figures of college servants are not exactly known. Figures shown above are a rough approximation.



PLACES OF EMPLOYMENT IN THE BOROUGH



FEET 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 11000 12000 13000 14000 15000 16000 17000 18000 19000 20000 21000 22000 FEET

 Areas suitable for development

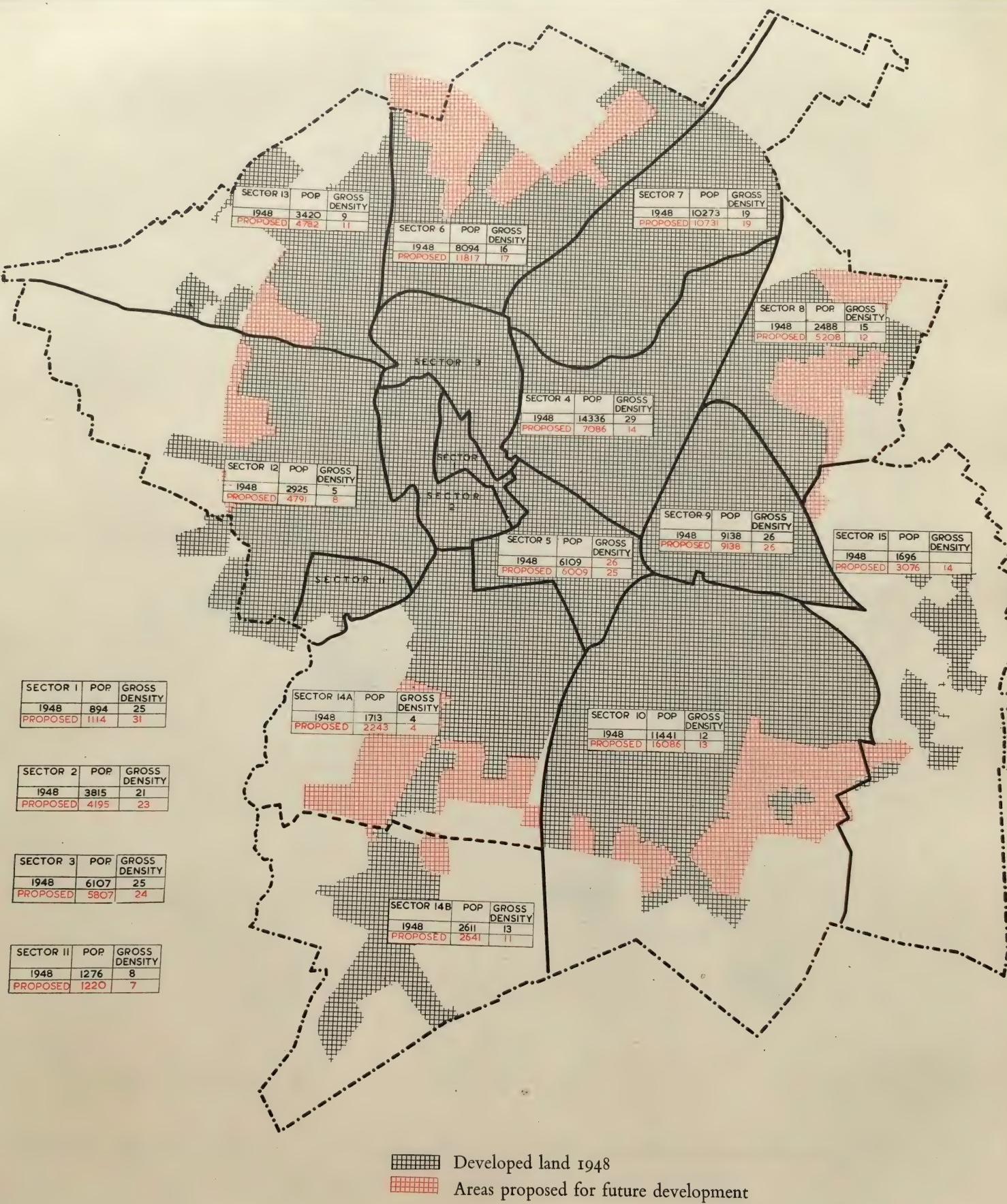
 Areas bespoken for building development

— Proposed road improvements and new roads

— Provisional boundary for built-up areas

Note: Development to be in accordance with uses shown on the outline plan

LAND WITHIN THE PROVISIONAL BOUNDARY OF DEVELOPMENT WHICH IS SUITABLE FOR BUILDING



For details of Density Figures, see Table 13

CAMBRIDGE BOROUGH FUTURE POPULATION DISTRIBUTION AND DENSITY



FEET 0 1000 2000 4000 6000 8000 10000 12000 14000 16000 FEET

Departments mainly scientific, which may expand rapidly in terms of buildings

Departments which seem less likely to expand rapidly including arts, administration, and the University Press

University playing fields and bathing place

Other departments, e.g. University Observatory

Colleges (subsidiary Colleges shown hatched)

College playing fields, Fellows' Gardens and other College land adjoining Queens' Road, and boathouses

LAND AND BUILDINGS IN USE BY THE UNIVERSITY





1592



1886

1592



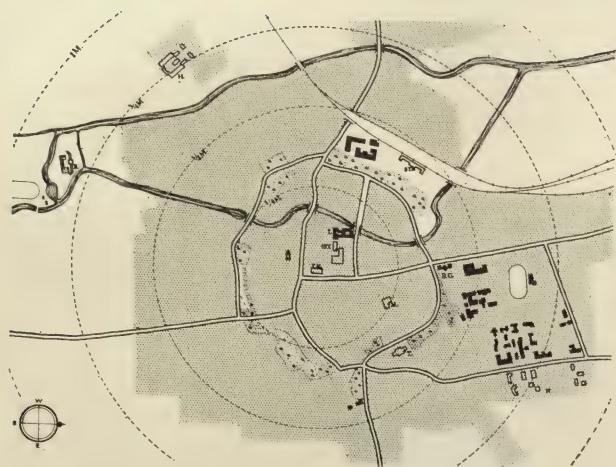
1948

NOTES

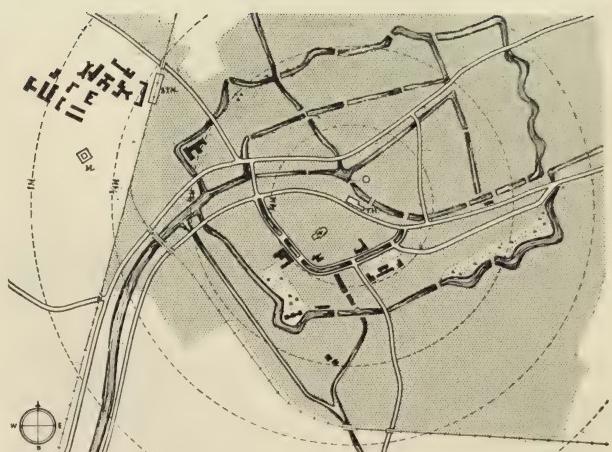
- 1340 from sketch plan by Professor R. Willis,
M.A., F.R.S.
- 1592 from plan by John Hamond.
- 1798 from plan by William Custance.
- 1886 from Ordnance Survey Sheet 1888 Edition.
- 1948 from Ordnance Survey Sheet 1927 Edition
Revised.

Maps are based on *Old Plans of Cambridge*,
1574–1798, by J. Willis Clark and Arthur Gray,
and also on the Ordnance Survey Sheets.

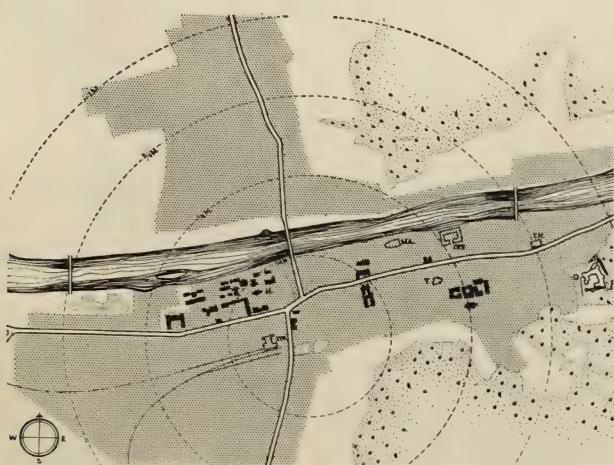
THE GROWTH OF THE CENTRAL AREA



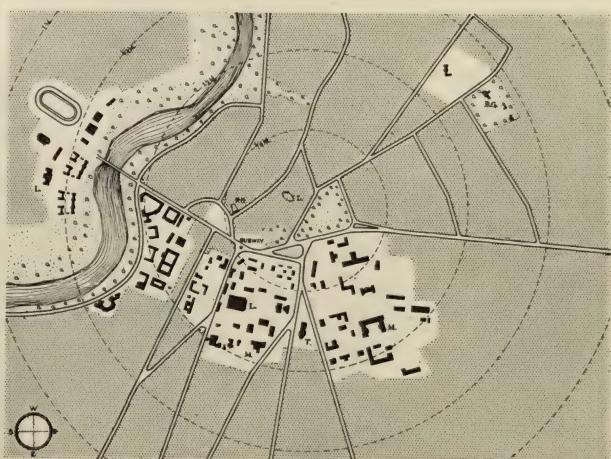
GÖTTINGEN



LEIDEN



HEIDELBERG



HARVARD



OXFORD



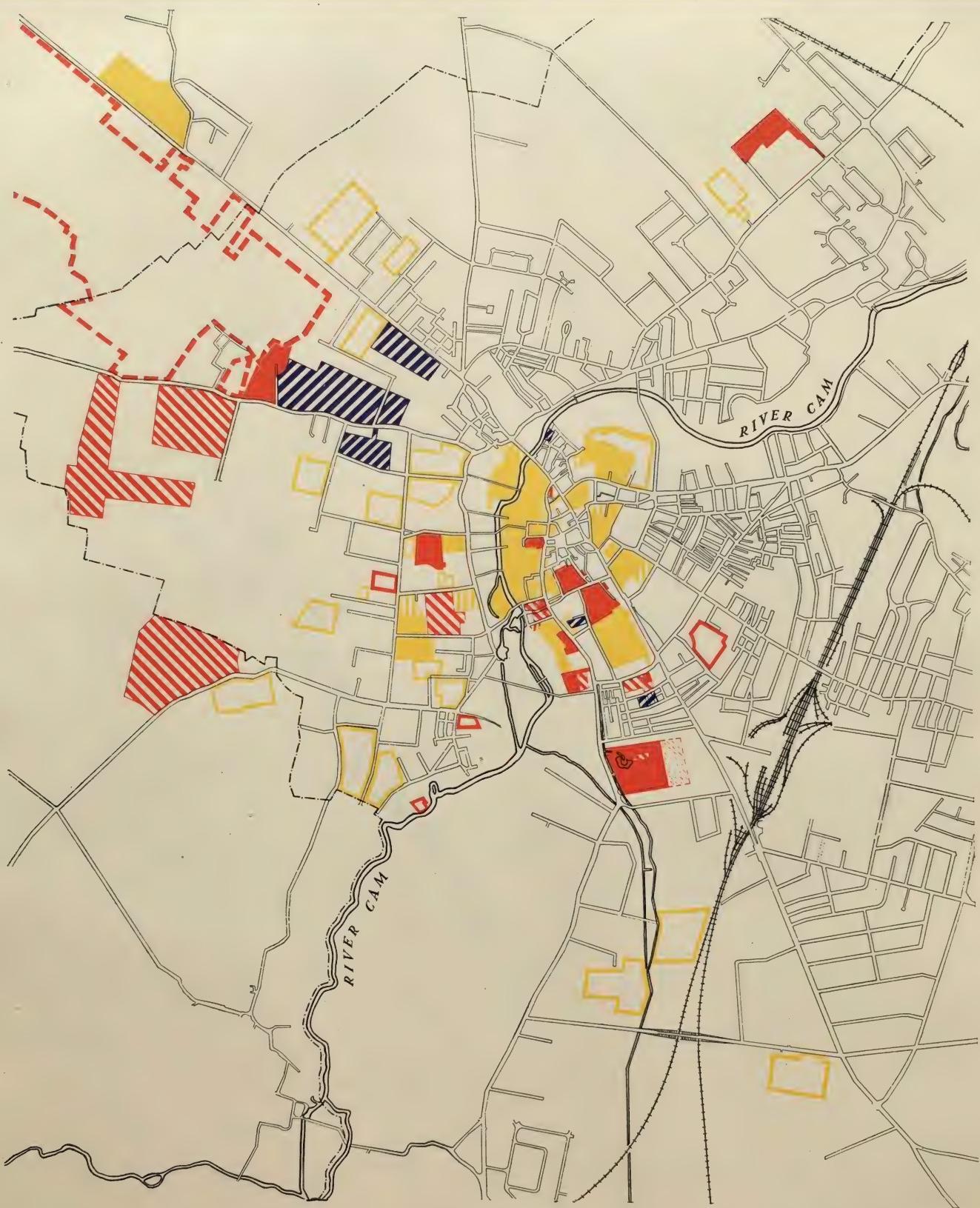
CAMBRIDGE

■ University Buildings
BG. Botanic Gardens
CH. County Hall
H. Hospital

L. Library
M. Museum
MA. Market
OFF. Offices

PO. Post Office
STN. Station
T. Theatre
TH. Town Hall

UNIVERSITY TOWNS



FEET 0 1000 2000 4000 6000 8000 10000 12000 14000 16000 FEET

[Yellow] Existing buildings in use for College purposes

[Yellow with diagonal lines] Sites which the Colleges have in mind for extensions

[Yellow outline] College playing fields

[Blue and white diagonal stripes] Sites proposed by the consultants

[Red] Existing buildings in use for University purposes

[Red with diagonal lines] Sites which the University has bought or has in mind for extensions

[Red outline] University playing fields

[Dashed red line] University Farm property

POSSIBLE SITES FOR UNIVERSITY AND COLLEGE EXTENSIONS



■ Town and County shops

■ Town shops

■ Local shops

■ Hotels, Public Houses and Cafes

■ Cinemas and Theatres

1A and 2A Principal shopping centres. 1B and 2B Subsidiary shopping centres

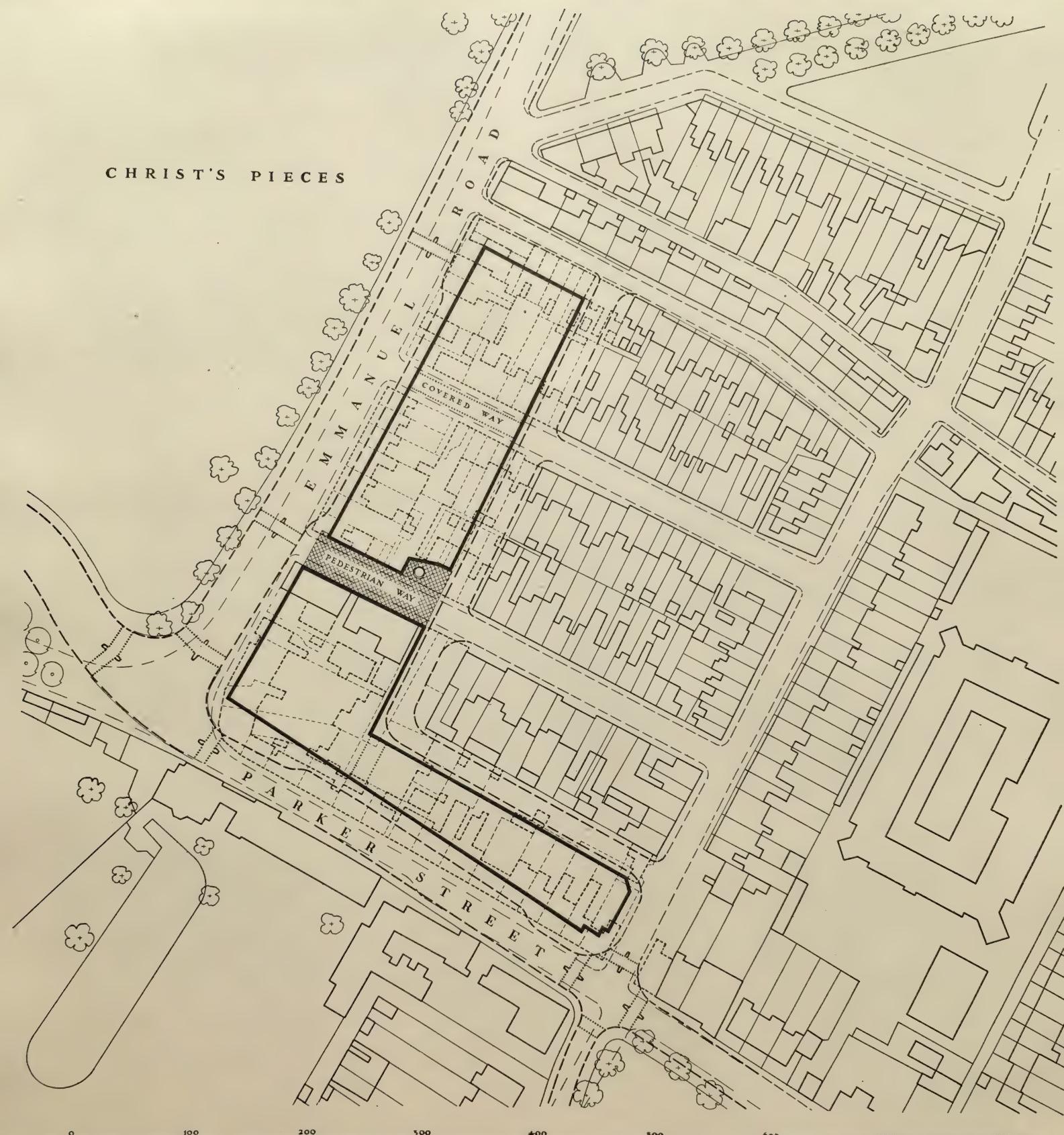
TYPES OF SHOPS NEAR THE CENTRE



Principal existing shopping centres outlined in a broken black line
Main road proposals outlined in red

POSSIBLE SITES FOR NEW CENTRAL SHOPS

CHRIST'S PIECES



- Existing buildings
 - - - Existing road line
 - Buildings and fences to be demolished
 - New road lines
- Existing fences
 - Existing trees
 - New building line
 - New trees

A STUDY OF REDEVELOPMENT NEAR EMMANUEL ROAD

A STUDY OF THE REDEVELOPMENT OF THE AREA EAST OF BRIDGE STREET

FIRST STAGE

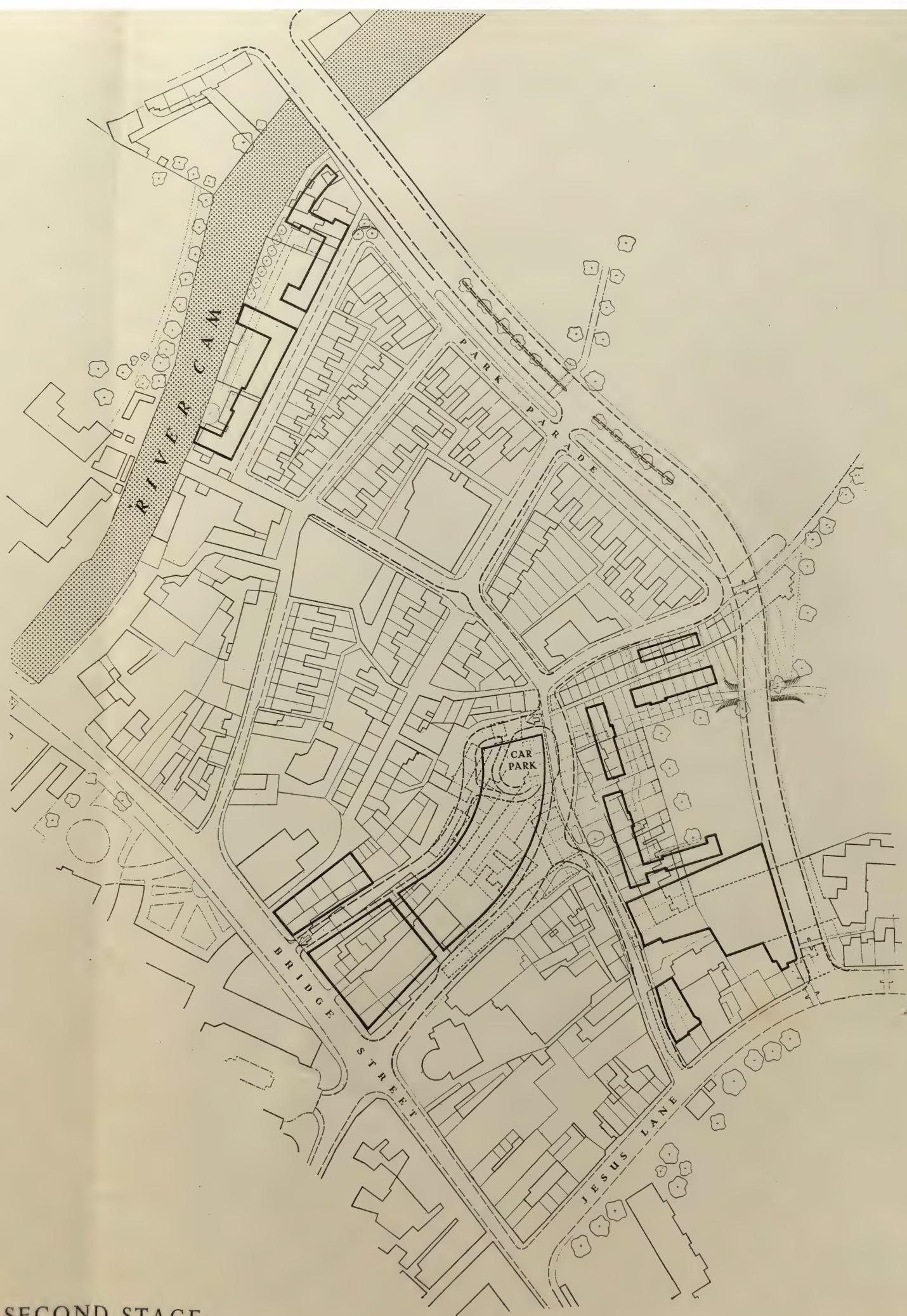


SECOND STAGE

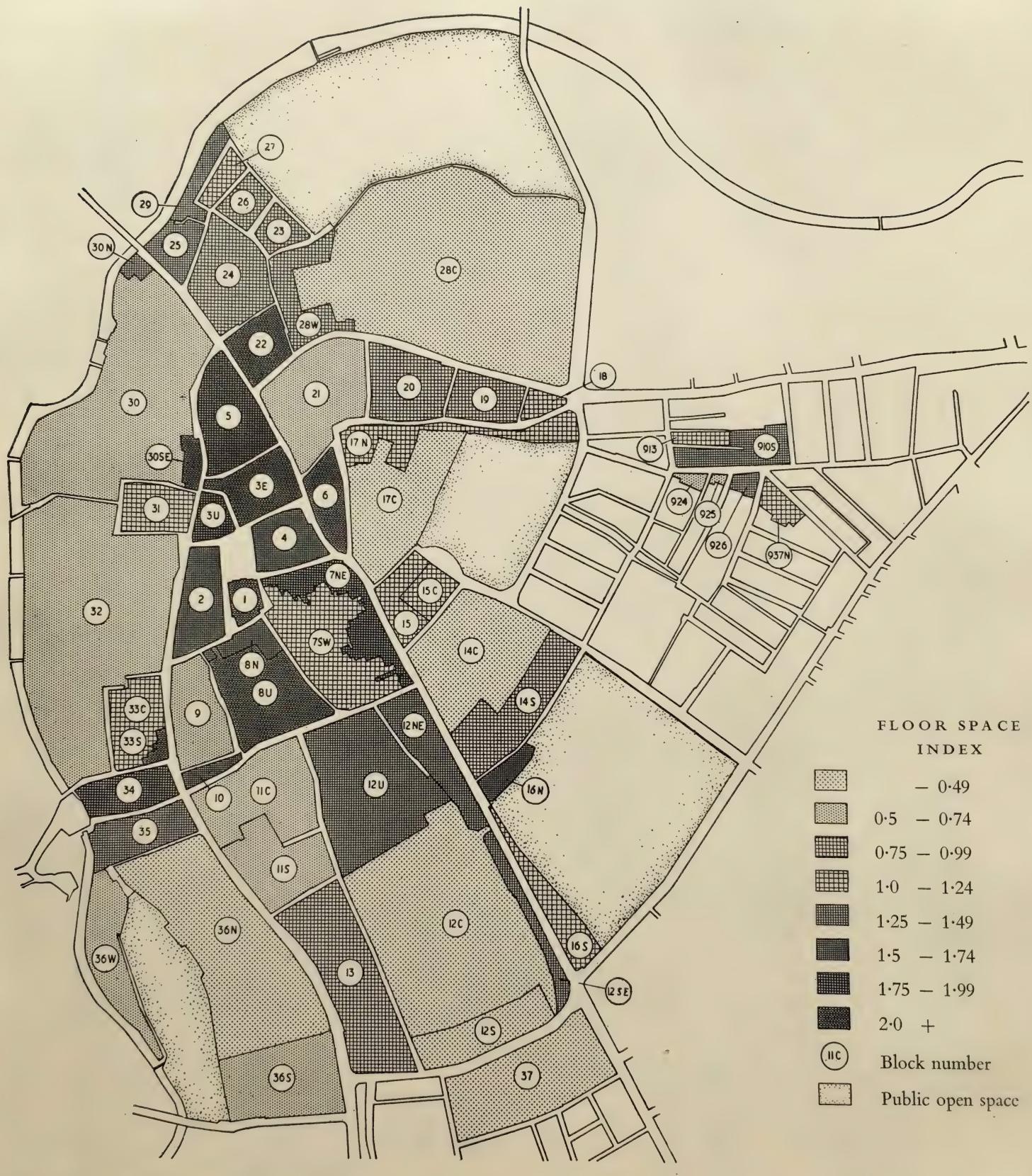




FIRST STAGE

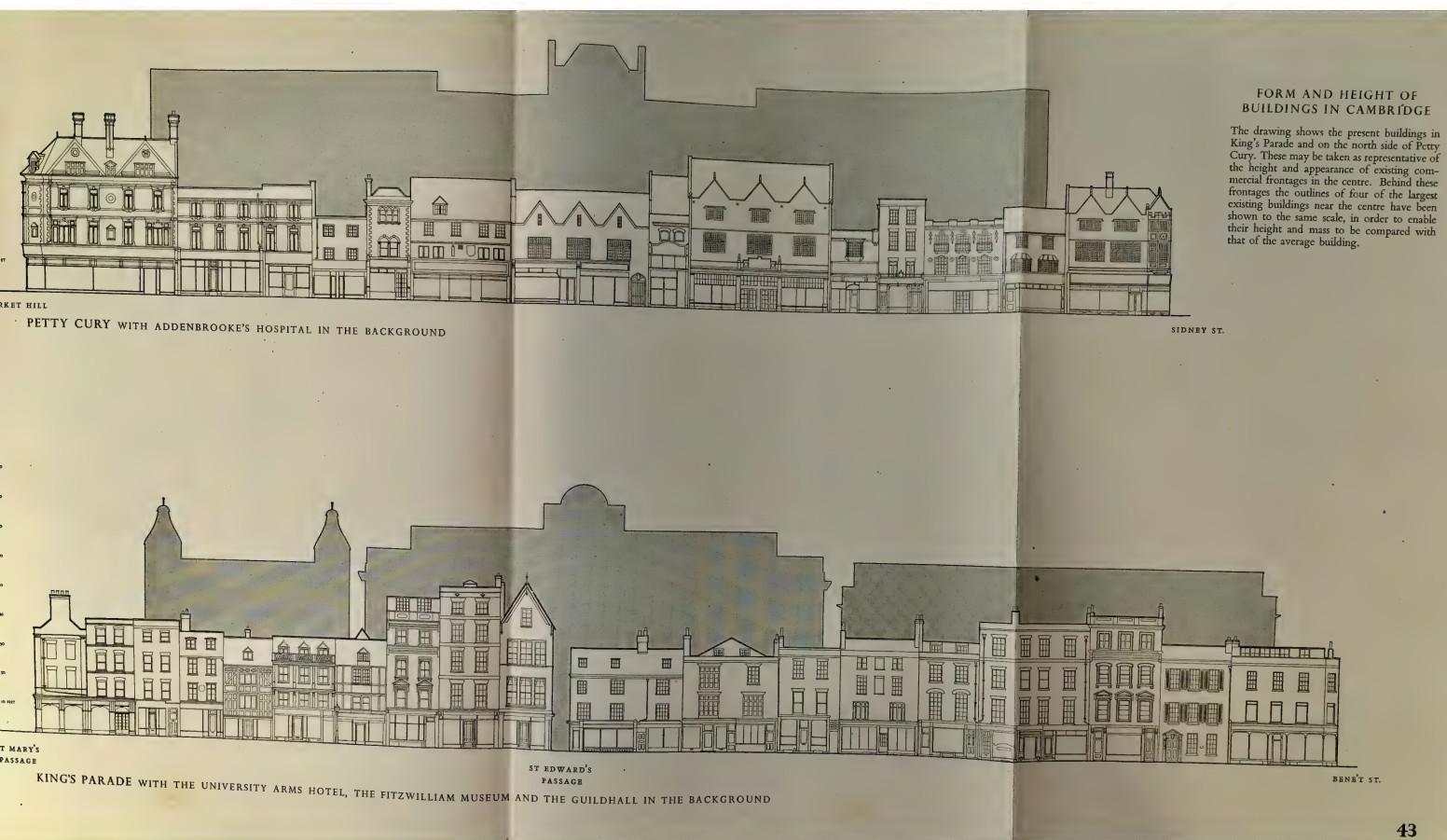


SECOND STAGE



THIS MAP SHOWS COMPARATIVE DENSITY OF BUILDING BY GRADATED SHADING

BUILDING DENSITY IN THE CENTRE

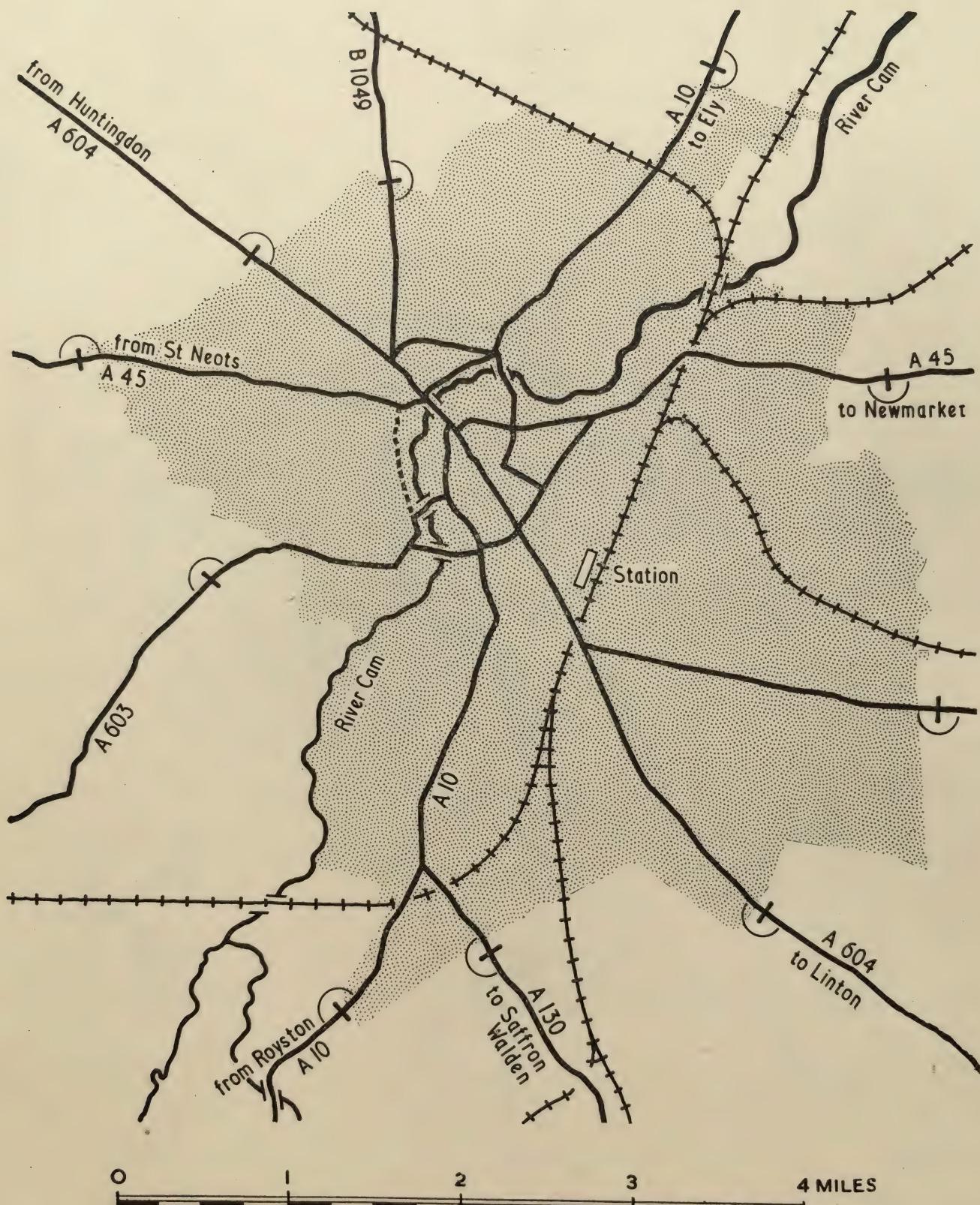




Miles 0 5 10 20 30 40 50 60 70 80 Miles

— Trunk roads — First class roads
near Cambridge

REGIONAL MAIN ROADS

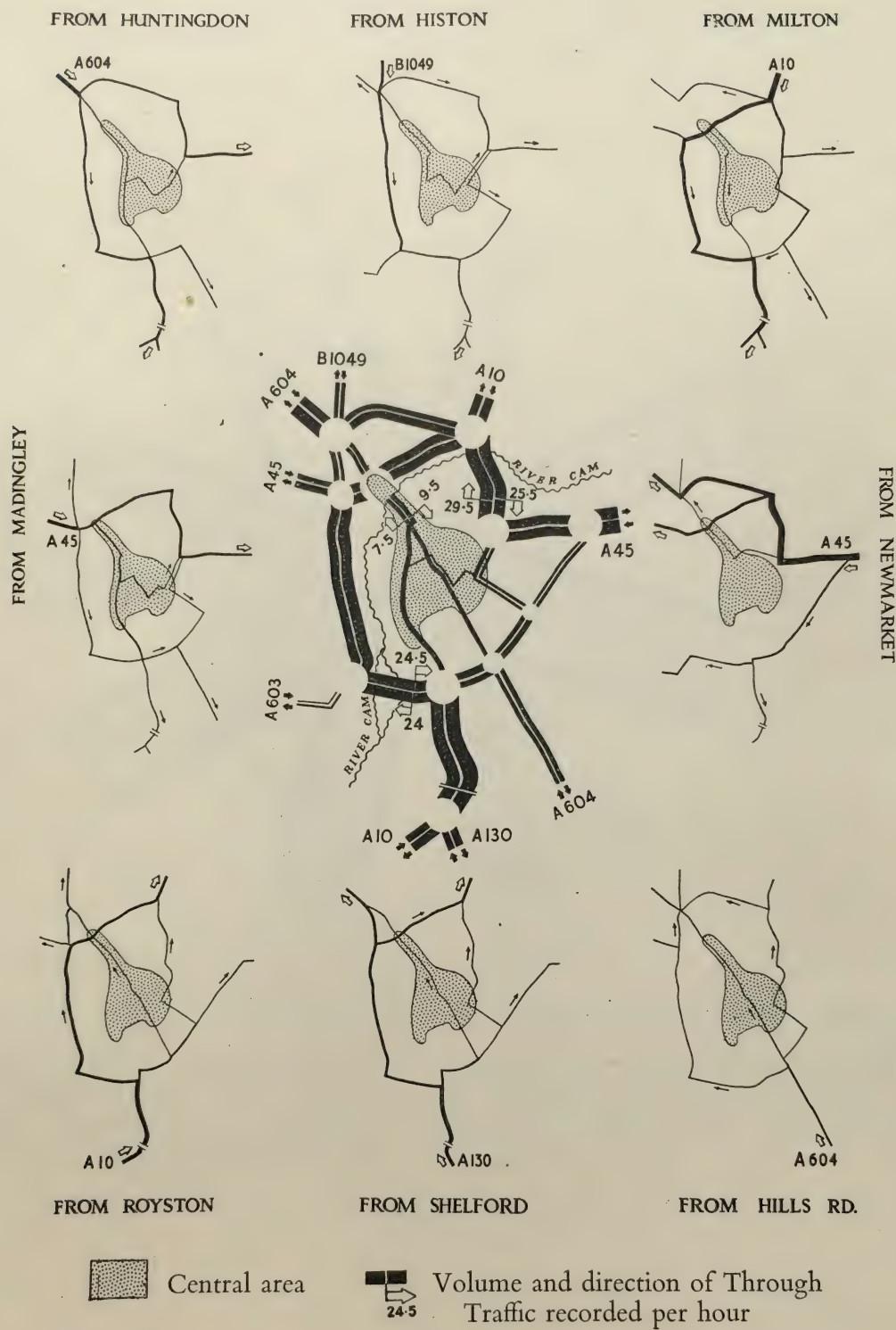


Borough area



Census points

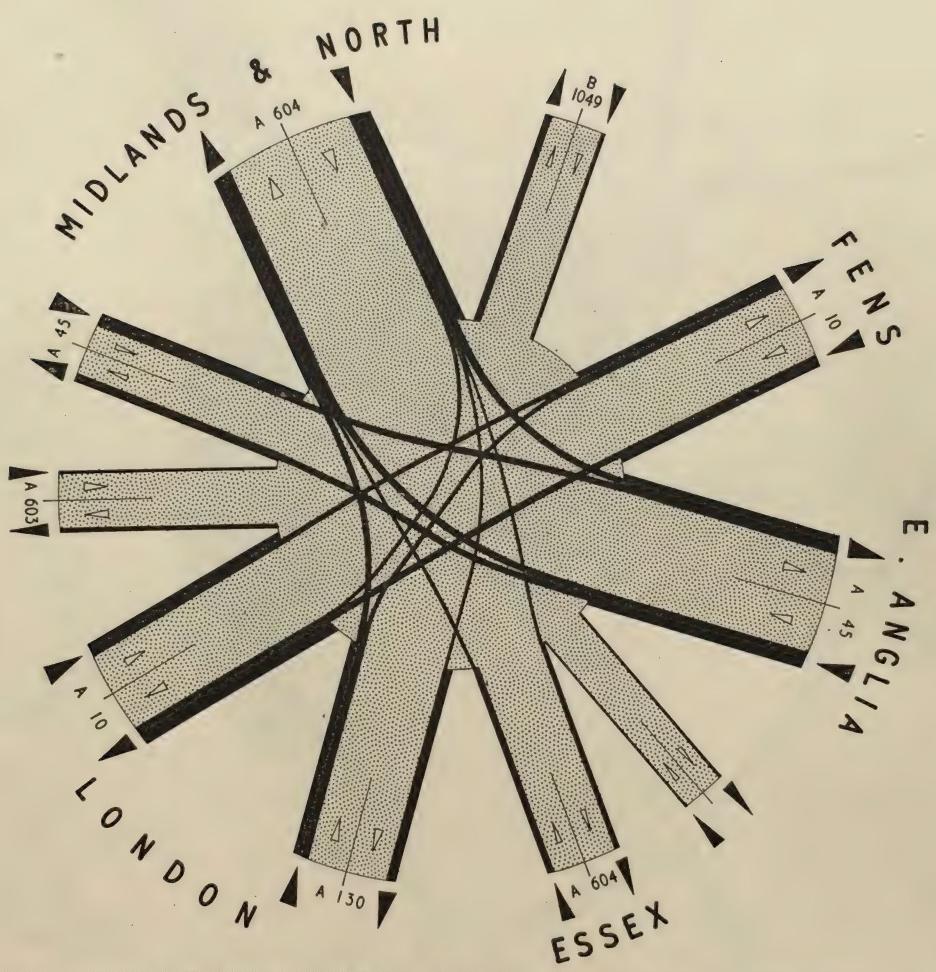
ORIGIN AND DESTINATION CENSUS POINTS



THROUGH-TRAFFIC ROUTES

The main diagram shows the relative amounts of Through Traffic on various roads. The eight small diagrams show how the Through Traffic, entering by the eight main roads, moves through the town and keeps out of the Central Area. The

sum of the small diagrams, plus a small amount of traffic from the two minor roads, forms the main diagram. The thickness of bands showing routes taken is proportionate to the amount of Through Traffic on those routes.



THROUGH, ORIGINATING AND TERMINATING TRAFFIC

This diagram shows the direction and volume of Through Traffic compared with traffic which starts from, or has its destination in, Cambridge. The widths of the bands representing traffic are

proportionate to the volume per day. No flow of Through Traffic has been shown which is less than 45 vehicles a day. (See Appendix Tables B and C.)

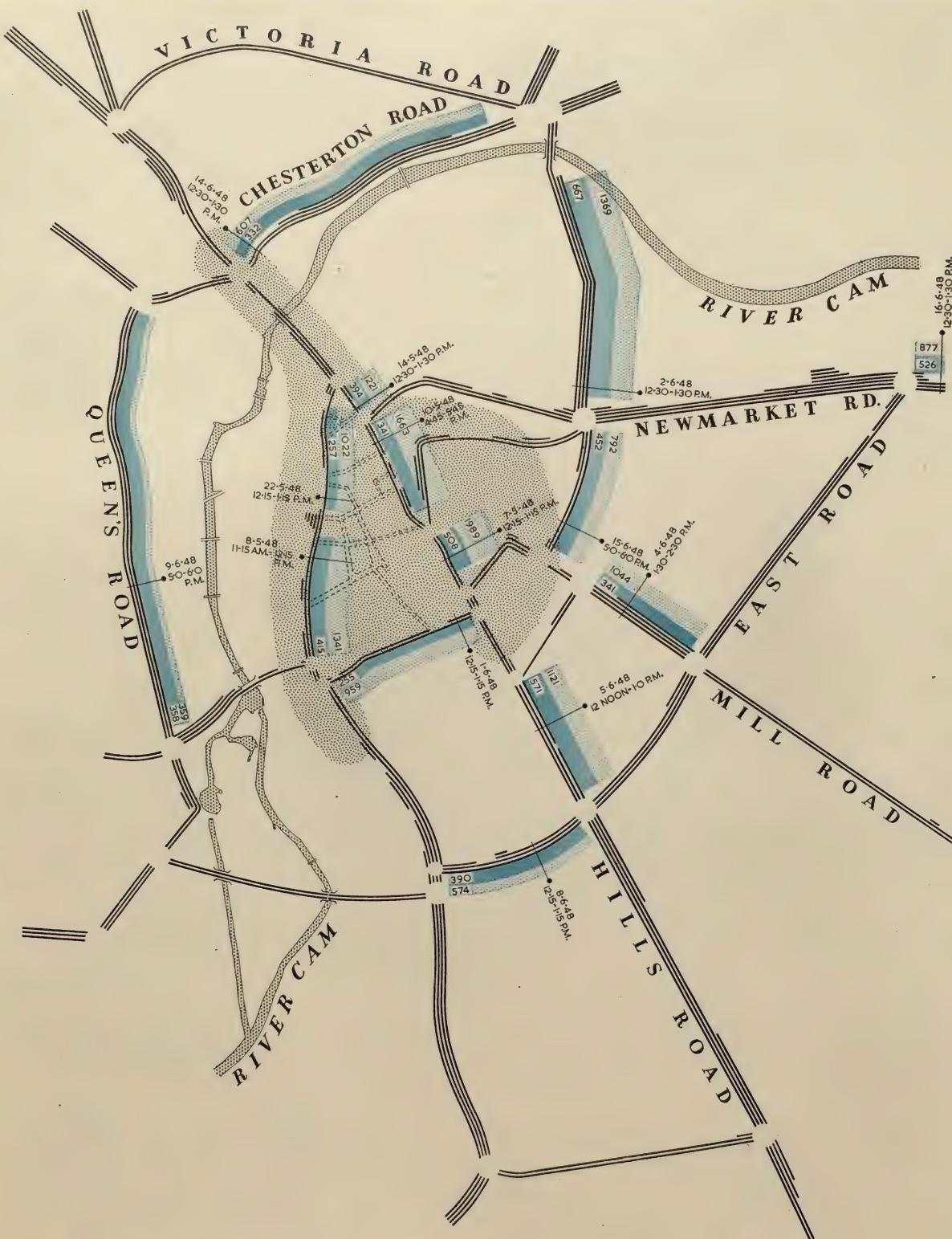


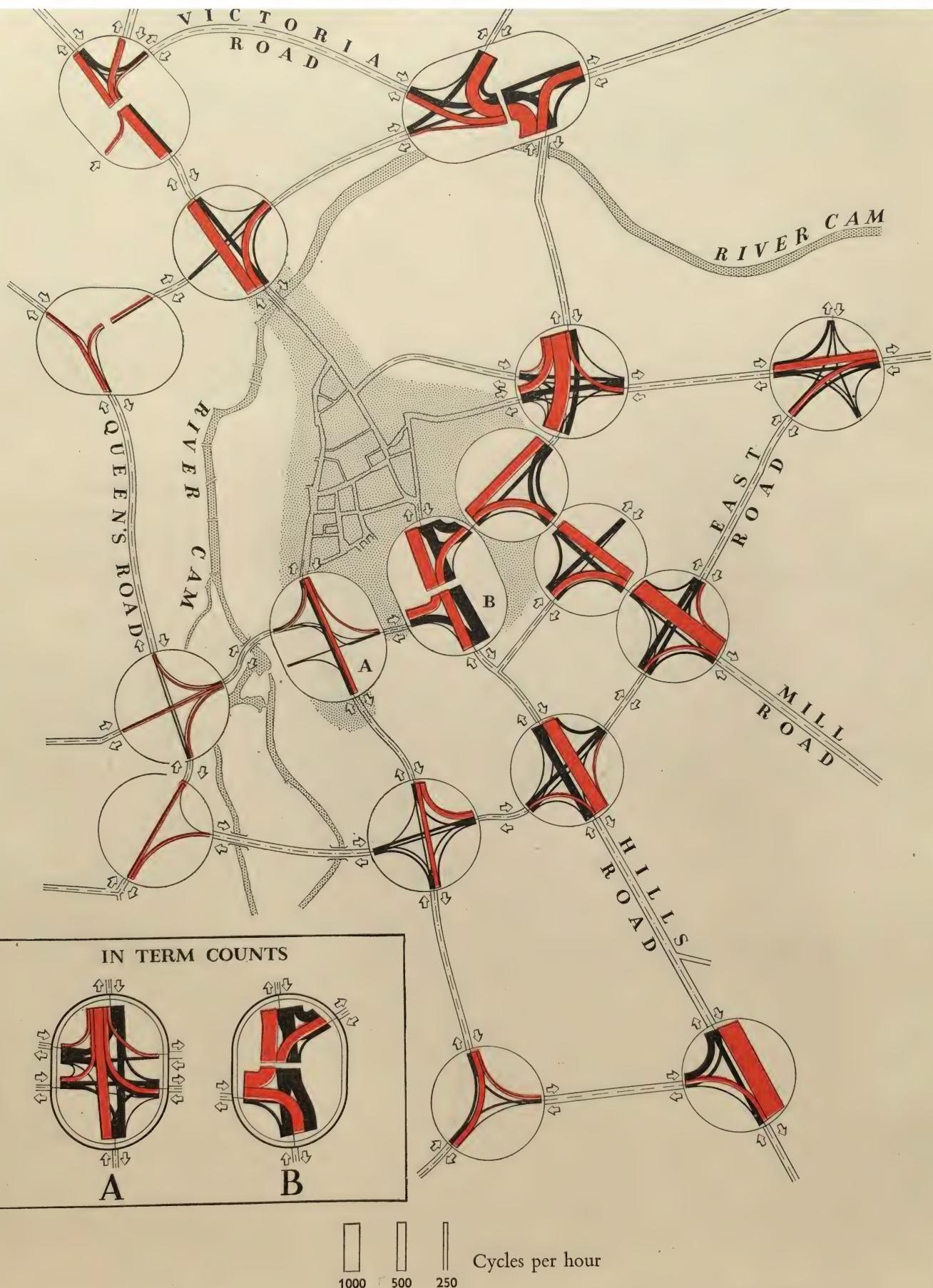
Central area

— One 9 ft. traffic lane

TRAFFIC LANES

This diagram shows widths of carriageways in and near the Central Area in multiples of 9 ft. traffic lanes.



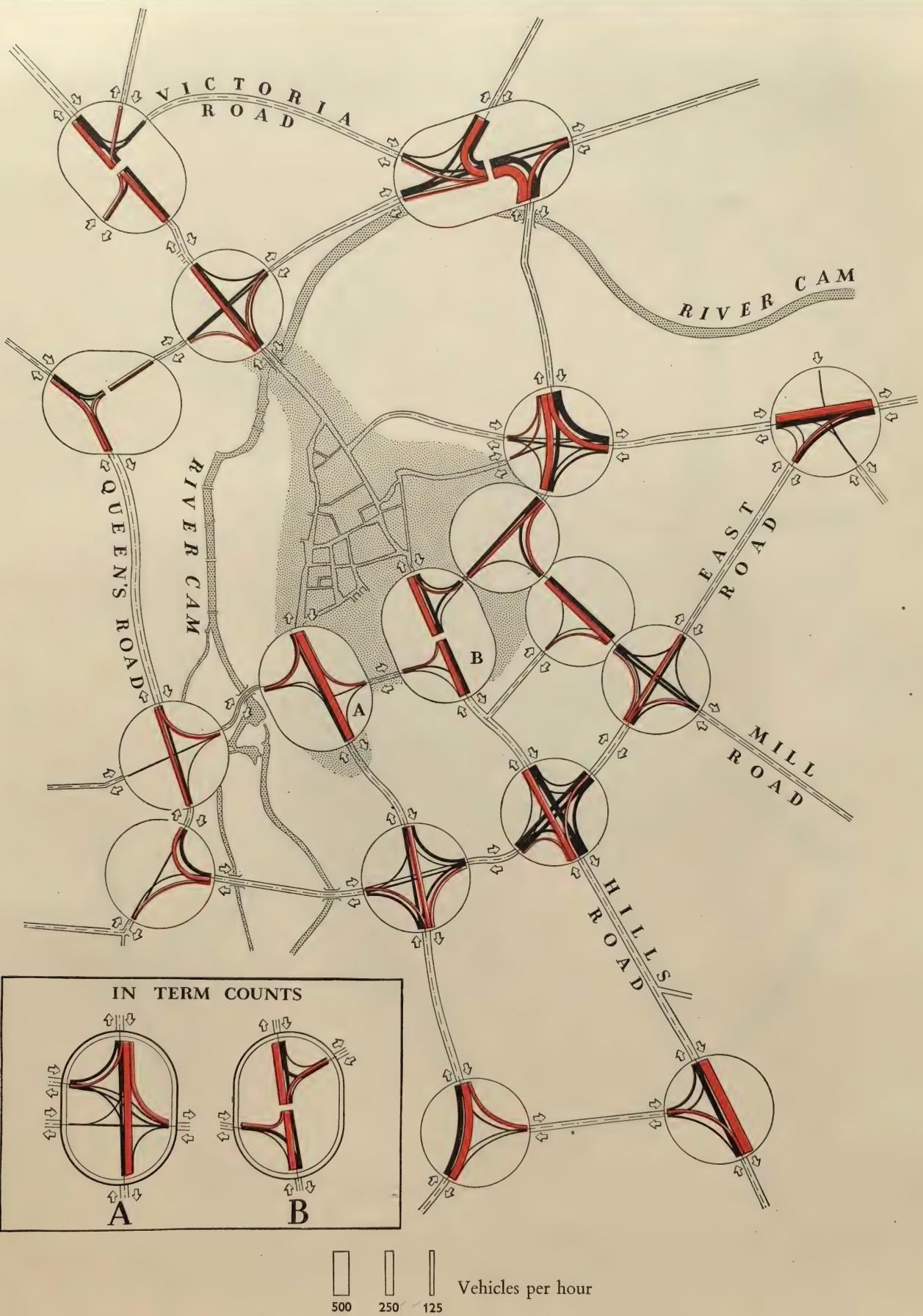


CYCLE-TURNING VOLUMES. LUNCH-TIME PEAKS

Thicknesses of bands are proportionate to volumes recorded. The heaviest flow into or from each junction is coloured red.

The counts in the main diagram were taken out of Term. The traffic at the two junctions most

affected by University traffic, (A) the Pitt Press junctions, and (B) the two junctions near Emmanuel College, was recounted in Full Term and the results are shown in the inset.



VEHICLE-TURNING VOLUMES. LUNCH-TIME PEAKS

Thicknesses of bands are proportionate to volumes recorded. The heaviest flow into or from each junction is coloured red.

The counts in the main diagram were taken out of Term. The traffic at the two junctions most

affected by University traffic, (A) the Pitt Press junctions, and (B) the two junctions near Emmanuel College, was recounted in Full Term and the results are shown in the inset.



- Represents one parked unattended vehicle
- Represents one parked attended vehicle
- Authorised 10 min. unilateral parking area

- Authorised car parks. Time limit 2 hours plus
- Authorised taxi ranks
- Represents number of traffic lanes

Numbers inside car parks indicate number of vehicles parked

CAR PARKING. SATURDAY P.M.

Showing vehicles parked between 2 and 3 p.m. on Saturday, 23 January 1949.

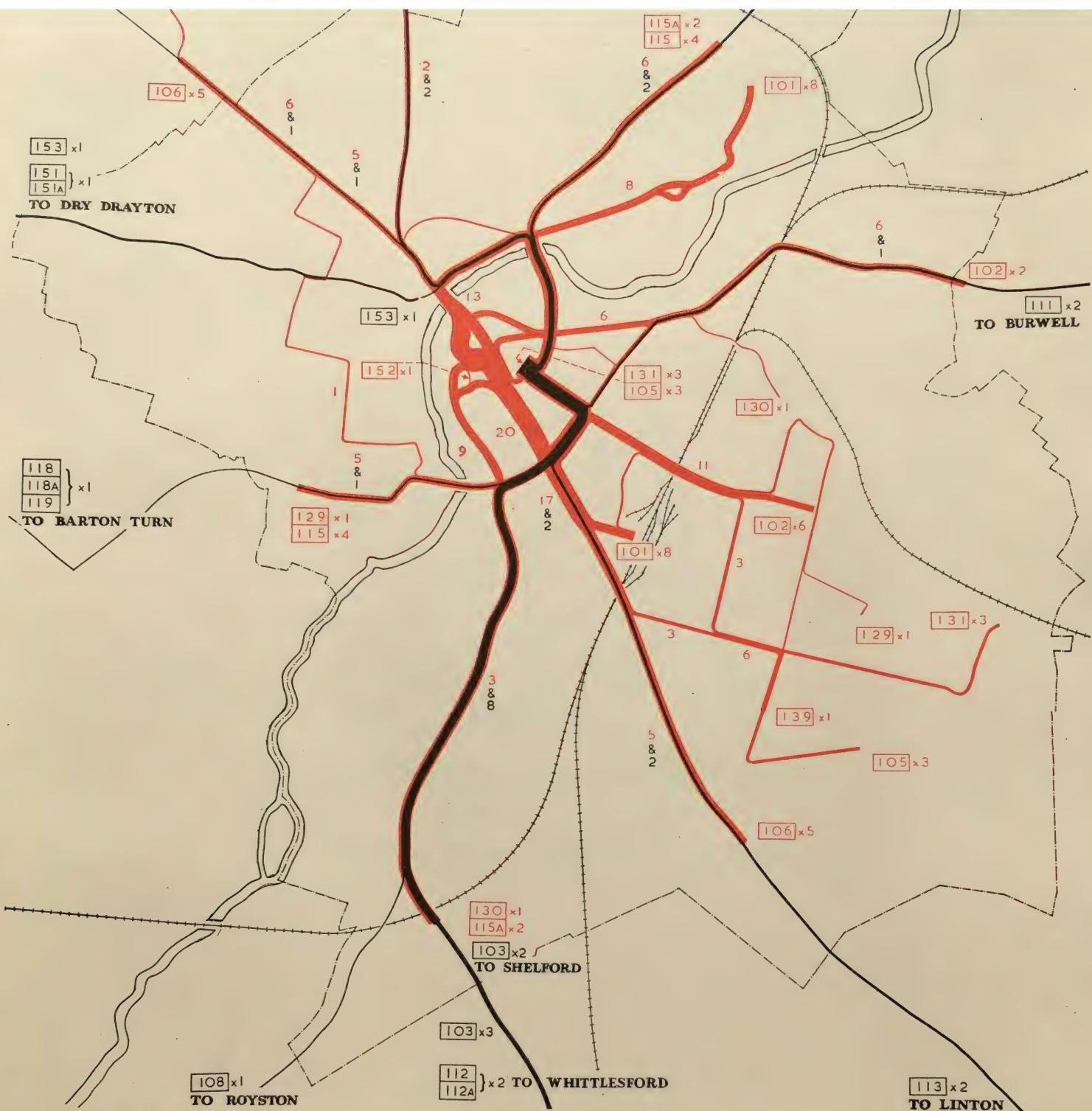


• Represents one cycle (30) ■ Represents a stack of cycles

(45) Represents the number of cycles where they are too numerous to be appreciated from dots

CYCLE PARKING. SATURDAY A.M.

Showing cycles parked between 11 a.m. and 12 noon on Saturday, 23 January 1949.



102 x 2

Terminus, route number, and frequency of Local buses

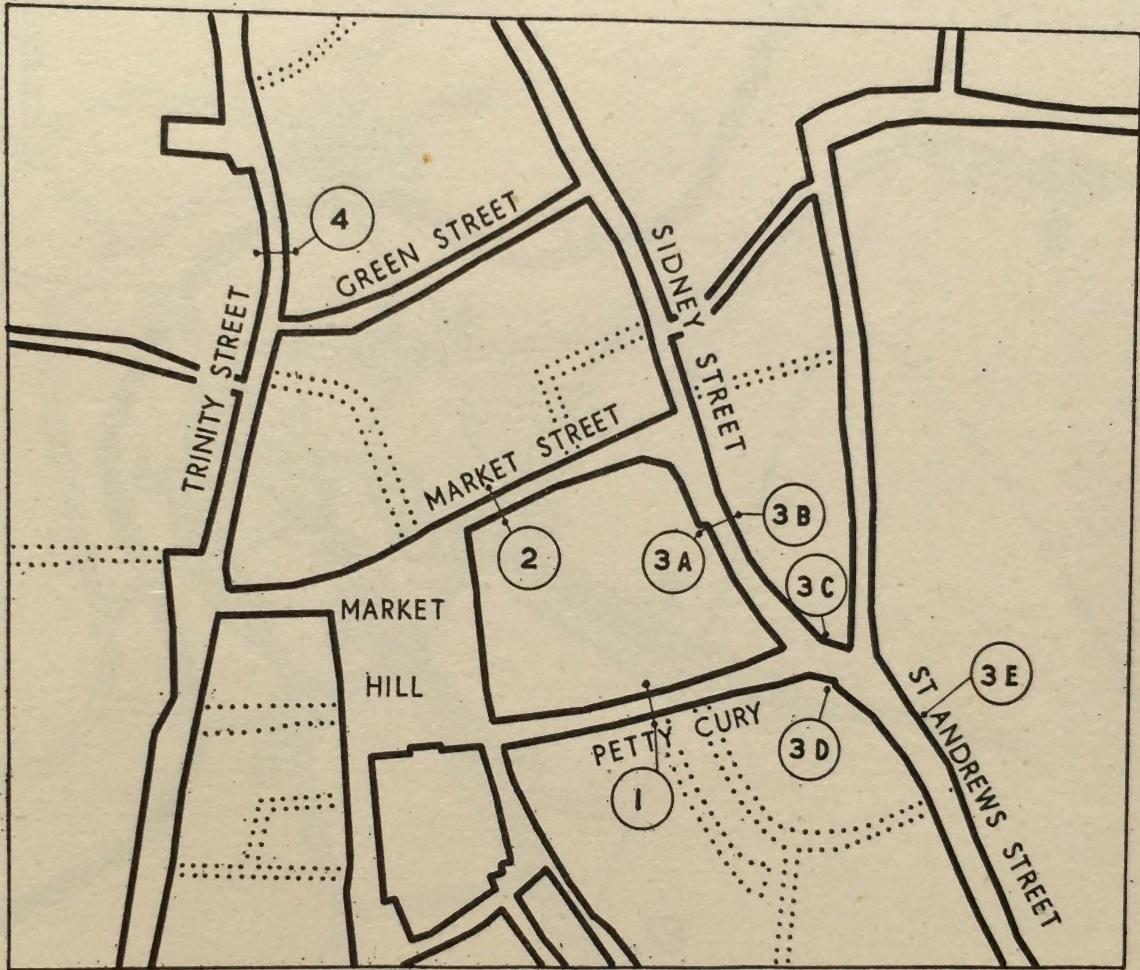
113 x 2

Terminus, route number, and frequency of Country buses

LOCAL AND COUNTRY BUS ROUTES AND FREQUENCIES

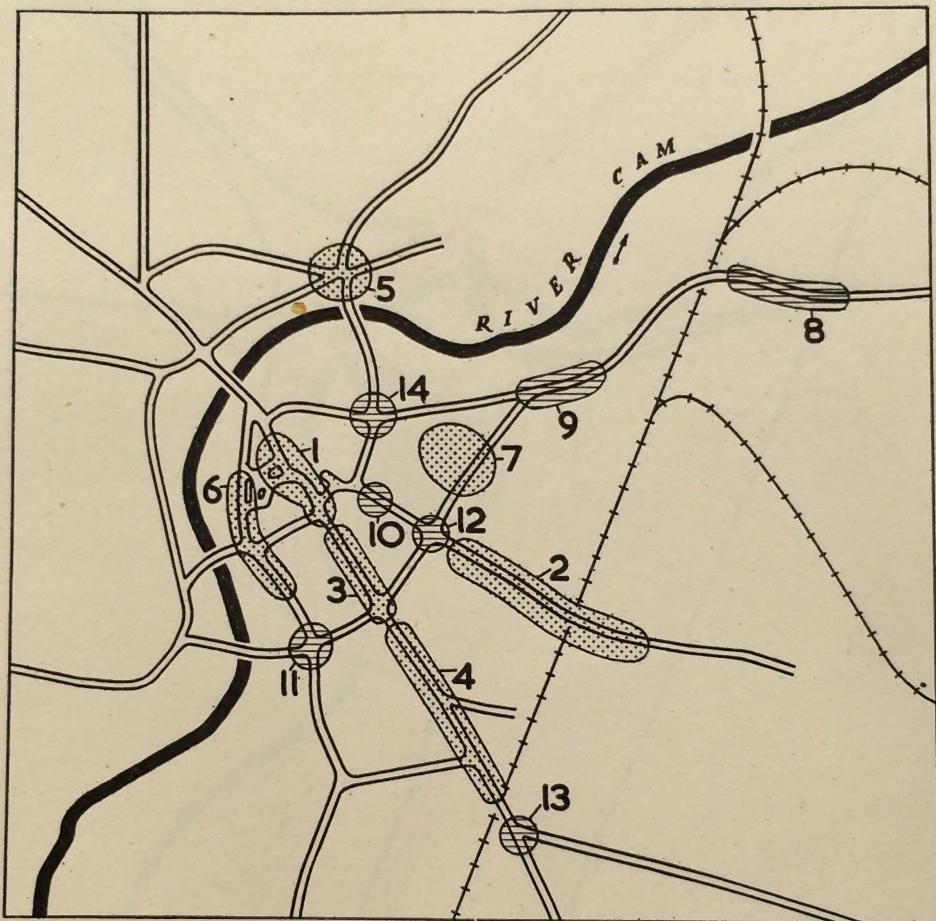
Thickness of lines representing bus routes are proportionate to the number of double journeys per hour on a normal weekday. Red and Black bands are not overlaid: thus, where Local (Red)

buses and Country (Black) buses run along the same route, the combined widths of the two red bands represent the number of double journeys per hour of Local Buses.



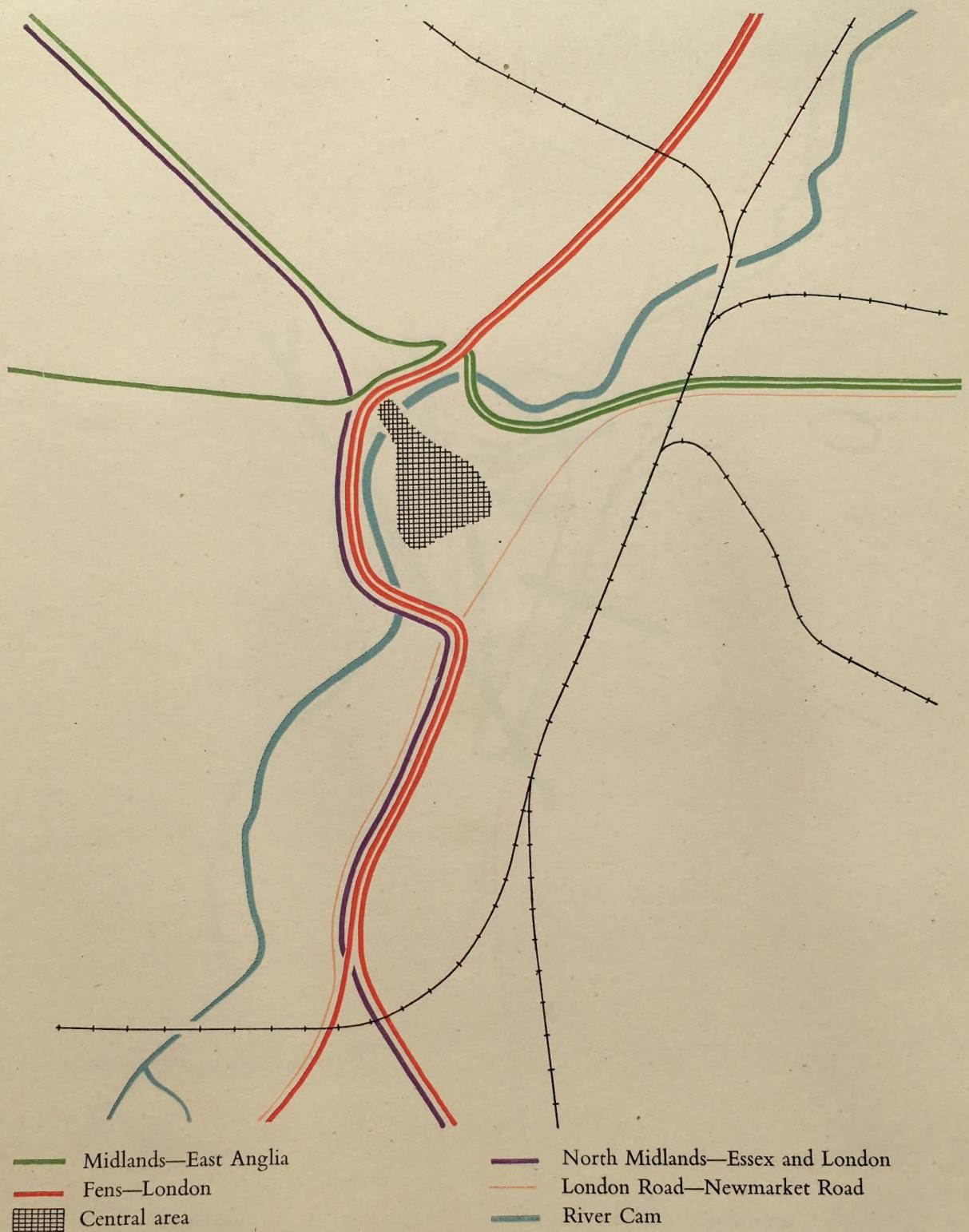
CENTRAL AREA PAVEMENT REFERENCE MAP

Numbered pavements are referred to in the text.

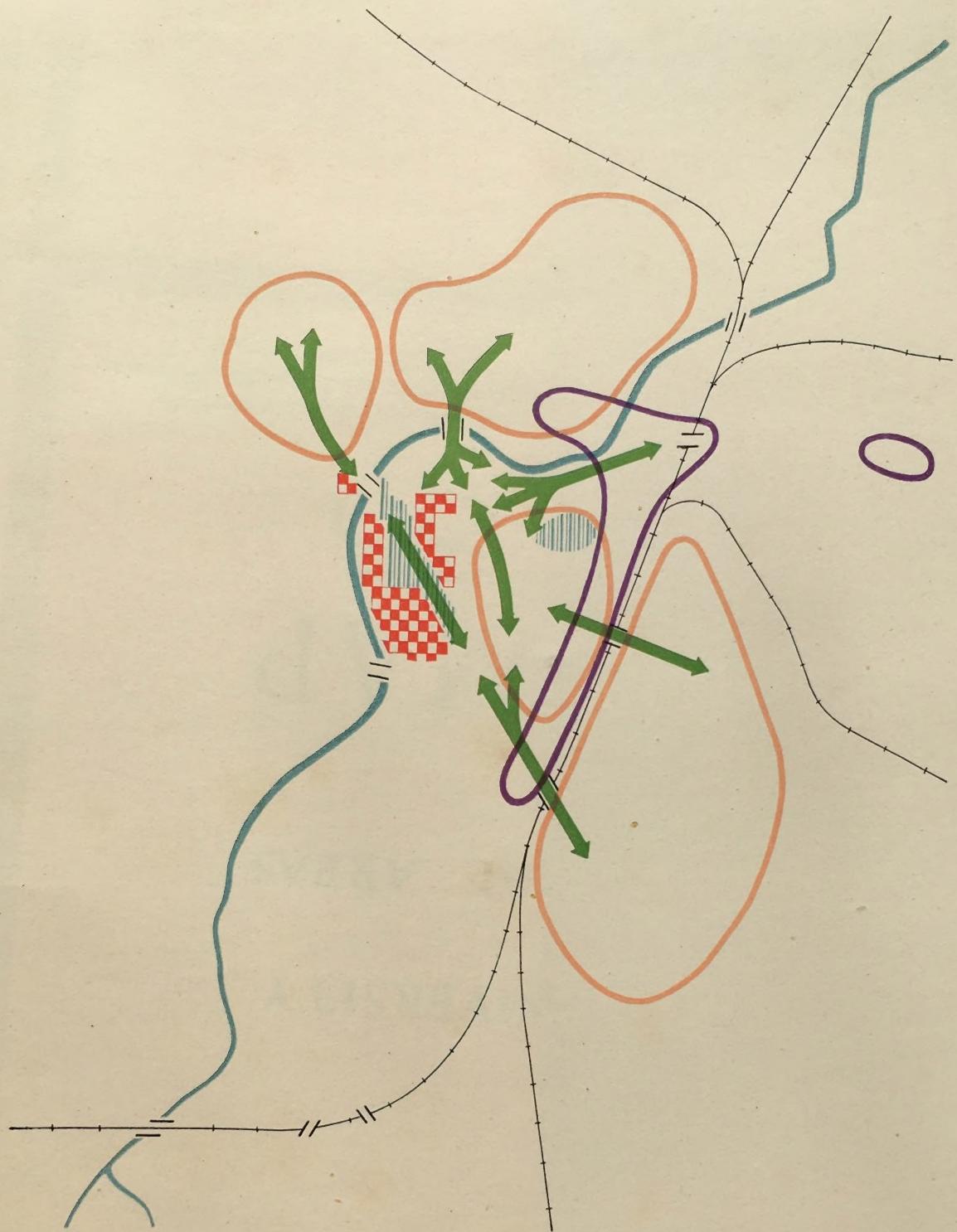


TRAFFIC ACCIDENT REFERENCE MAP

Areas shown are those where accidents are most numerous. Figures refer to comment in the text.



SUMMARY OF THROUGH TRAFFIC FLOWS



University

Commerce

Industry

Residential

Main local traffic flow

SUMMARY OF LOCAL TRAFFIC FLOWS